



FREEDOM RALLY RIDE TO MOTORCYCLE DAY AT THE DOME 2013



February 20, 2013

The purpose of the Motorcycle Day at the Dome (MDATD) is to meet, greet and converse with your District Legislators. You will have the opportunity to discuss various issues facing Motorcyclists today. You can also sit in the gallery as the Leg-

islators are in session. Look up Legislators at www.votesmart.org

Representatives from Motorcycle Rights Organization Members, Motorcycle Clubs (MCs), Independent Riders and Legislators will attend the Annual Motorcycle Day at the Dome.

This event is sponsored by ABATE of Arizona.

The date is Wednesday, February 20th from 10:00am-3pm on the House Lawn. All volunteer organizations/workers and clubs should be on sight by 9:30am.

Please mark your calendars.

"All Biker Community and Supporters are Welcomed"

WHAT'S INSIDE:

As Pooh Sees It | Rabble Rouser | Overwhelming Support for the APMC | Riot on the River 2012
 United We Stand in Unity Rally | Know Your Rights | US Defenders Program | Dead in 5 Heartbeats

Arizona Confederation of Motorcycle Clubs

The Newspaper of the A.C.M.C.

Advisor : Still Ray
Editor/Advertising: Kat
Graphic Design/Layout: Eric Hampton

Articles/Photographer/News:
You, The clubs and supporters of the A.C.M.C.
FMI Email: katmmmprez@gmail.com Call: Kat 602.758.2201
or StillRay 928-445-8960 Website: www.azcmc.org

Ad costs for the Spokesman Newspaper of The Confederation of Motorcycle Clubs.

The Ad space prices are as follows:
Club Ad \$60 (includes flyer if you have one for future event)
Quarter page \$ 200.00
Half page \$300.00
Full page \$400.00
Back, Inside Front & facing pages \$500

If you have any questions please contact me, Kat, at 602-758-2201 or email me at:acm-cweb@yahoo.com. I look forward to working with you and your staff.

What do we need from you?

To put this paper together for me (Kat) there are certain guidelines you should know:

Send your articles in a text document without any formatting such as tabs or center justification. DO NOT embed photographs into the document. Please send the photos separately as JPEG etc. as high of a resolution as can set your camera. DO NOT use a specific font. The computer may not be able to read it. If you have a flyer please contact us for ad space, send it as an attachment and we will make it look good! The advertisers are the only way this paper survives!

Respectfully,
Still Ray, Advisor
Kat, Editor/Advertising
Eric Hampton, Graphic Design/Layout

ACMC Mission Statement

The ACMC is made up of Arizona Motorcycle Clubs and Organizations which have come together in unity to facilitate and broaden communication amongst it's Members and with the motorcycling community and general public. It serves to educate both riders and the non-riding public of all of the positive aspects of motorcycling and to warn against and oppose any intrusion(s) upon their rights to live and ride free. It's goals are to promote and protect motorcyclist's rights. It will accomplish these goals by any lawful means necessary.

The ACMC does not approve organizations or in our language sanction Clubs. The ACMC are a select group of Elite Clubs and Organizations who have banded together in a fight for freedom and to stand in defense of people's rights, especially MC Clubs and Motorcyclists.

Thank yous go out to...

Articles, etc: Still Ray (Journeyman MC), Pooh Bear and Handi (Sober Riders MC), Bill Bish-NCOM, MRF, AMA, Abate, Alexis and Mark Breyer Law, US Defenders Program, FlexYour-Rights.Org, James Baxter-NMA President, Rich Snooks, Mack-Forsaken few MC, Mike SOS MC Retired, Brother Dan-The Huns MC, HAMC.

ADS: ALMA MC, Bob's Cycle Supply, Boot Hill Hearse Company, Breyer Law Offices, P.C., Breathe Life Riders, Brotherhood RC, Christian Ackerley PLLC, Cochise Riders MC, Desert Demons, Desert Road Riders MC, Desert Thunder MC, Emergency Support Riders MC, GMR Performance, HAMC-Tucson, Hooligans MC, Journeyman MC, Loose Cannons MC, Medieval Maidens MC, MRF, Nightryders MC, Poor Boys Motorcycle Association, Red Iron Brotherhood MC, Richard M Lester's Law Office, Sober Riders MC, Sons of Hell MC, Stoned Sober MC, Survivors Clean and Sober MC, The Huns MC, Tinnars MC, Wind & Fire MC, Motorcycle Clubs Are Not Street Gangs, SAHR MC, Devils Own MC.

OUR MISSION:

Promote awareness and education in the motorcycle community to improve rider's safety. To Educate non-riders globally in the interest of all rider's safety.

Please donate, we are a 501C3 Corporation. Your donation is Tax deductible. To donate go to our web site listed at the bottom.

**Motorcycle Riders Foundation
Awareness & Education (MRFA&E)**
236 Massachusetts Avenue NE, #510
Washington, D.C. 20002
(202) 546-0983

www.mrfae.org



Motorcycle Riders Foundation Awareness & Education (MRFA&E) was established to promote motorcycle awareness and education due to an ever-increasing rider population. Motorcycle riders and activist have long recognized that motorcycle rider education and awareness are crucial in enhancing rider safety. No one is more concerned with rider safety than riders themselves, and obviously those best suited to educate newer riders are veteran riders.

RAMBLINGS OF A RABBLE ROUSER



Still Ray, Chairman, Arizona Confederation of Motorcycle Clubs

It is now January. When you are reading this the Christmas Season will be over, New Years is gone and it is time to get the bike ready for the Spring and Summer. While you are doing these chores, think about this. Now would be a good

time to educate yourself and your Brothers and Sisters about the political issues we are working on. Profiling, discrimination and being labeled a Domestic Terrorist come to mind for me. I was talking to a member of the Premier Club the other day while we were at the Toy Run put on by the ACMC. This Patchholder told me the local cops pulled in behind five bikes at his home that morning, following them for over thirty miles, then DPS took over. Imagine if this happened to "Joe Citizen". No one was stopped, no one got a ticket, but it was obvious they were waiting for something.

Motorcycle Day at the Dome is coming up, on Feb 20th, 2013.

Make plans to go to the Capitol, make an appointment with your Legislators and tell them how you feel. If you like doing this, I also would encourage you to ride to DC in the Spring with us for the MRF'S Bikers on the Beltway. You can ride with people from all over the country to the Capitol in DC, talk to your Representatives and Senators along with several hundred other bikers.

As most of you know, I was elected to the Motorcycle Rider's Foundations Board of Directors last September. I will be representing all of the Sustaining Member Clubs and COCs in our Nation. Here is the plan. We continue doing the things that work. We

continue our Protest Run and we continue filling out the discrimination and incident forms. Attend your City Council Meetings. The plan is simple...we make noise on all levels--Local, State and Federal. WE show them we are not going to tolerate the wrong doings of our government. We show them legally; using the tools given to us by our Forefathers in the Constitution. Talk to your neighbors, work with the members of the MROs, gain allies wherever we can.

By the way, Kat, editor of this newsletter, is running for Chairman of the MMA. Vote for her. We can get a lot done working together.

UNITED WE STAND IN UNITY RALLY

Motorcycle Day at the Dome (MDATD) is February 20, 2013. The purpose of Motorcycle Day at the Dome (MDATD) is have the opportunity make appointments ahead of time to meet, greet and converse with your District Legislators regarding various issues facing the Motorcycling Community today in Arizona. Profiling and Motorcycle Awareness, Safety, Education and Training are all vital areas that will be addressed. And who better to share and discuss this with their Legislators than the Motorcycling Constituents themselves. A "Freedom-Ride to the Capitol" will be setup in various locations around the state for riders to meet and ride in together signifying the Unity and Strength of Motorcyclists and will be arriving at around 11am.

Representatives from various Motorcycle Rights Organization Members, Motorcycle Clubs (MCs), Independent Riders and Legislators will attend the Annual Motorcycle Day at the Dome. This event is sponsored by ABATE of Arizona. Partici-

pation by The Modified Motorcycle Association of Arizona (MMA of AZ), Arizona Confederation of Motorcycle Clubs (ACMC), and Mountain Motorcycle Association of Arizona (MMAA) will all be on hand to assist with this event. The date is Wednesday, February 20th from 9:30-3pm on the Capitol grounds. All volunteers should be on sight by 9:30am. Please mark your calendars. "All Bikers and their supporters are welcomed".

A barricaded area is reserved for bike parking on 17th Ave between Washington and Jefferson, the full length of the Capitol grounds itself. We would like to see over 1000 motorcycles in front of the Capitol. WE CAN DO THIS WITH YOUR HELP!!! Any delivery vehicles will have to enter the area from the Washington side. We have notified TV stations for media coverage. Your state lobbyists cannot do this alone and we are asking for your help to make this another great year with our Legislators. We are asking that each of you invite as many of your motor-

cyclist friends, family and riders as you can to participate in this important event.

PLEASE DO THIS TODAY!!!! WE ARE ASKING ALL MOTOCYCLISTS TO PLEASE CALL or EMAIL your 2 Representatives and 1 Senator and Set-up an appointment with them to meet in their office from 9-3pm. Or ask them to join you on the House lawn to discuss some key points effecting motorcyclists in Arizona. We also encourage Bikers to sit up in the gallery after 1pm to observe a session in action.

If you're not sure who your Legislative person is, you can obtain their name and contact information by going to the following website:

GOTO: www.votesmart.org

ENTER your ZIPCODE on the left

SCROLL DOWN - to "State Legislative"

CLICK on Their Name for an info page along with their picture and email address

CLICK on "Complete Contact Information" under their picture, for more info and phone

GO BACK two pages and repeat the same for the other two contacts.

We will have a tri-fold handout with the Legislative bills we are running for this year and pertinent information to help you during your time at the capitol and your legislative visits. They will be at the Sign-In Table.

For further information on the event, go to the <http://www.abateofaz.org/>.

Sponsored by ABATE with help from MMA, ACMC and MMAA



NCOM Board of Driectors



ACMC MEMBERSHIP/ASSOCIATES

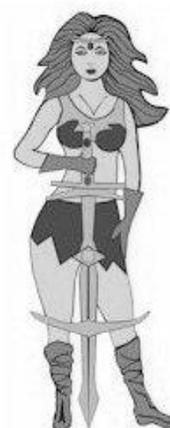
ABATE of Arizona http://www.abateofaz.org/	Loners Motorcycle Club http://www.lonersmc.org	The Americans MC jlape@tabletotelephone.com	Poor Boys 7/9/11 www.poorboysaz.com
ALMA MC http://www.almamc.com/	Loose Cannons MC http://www.facebook.com/loose.cannon-smc1	The Scythe MM thescythemc@yahoo.com	Privateers Riders 9/10/11 http://www.privateerridersmc.com/
Arizona Sun Chasers MC http://www.arizonasunchasers.org/	Lost Dutchman MC http://www.lostdutchmanmc.com	Vietnam Vets/Legacy MC art.rispoli@wnco.com	Renegades MA 8/6/10 https://www.facebook.com/profile.php?id=100002205088973
Bikers for Christ MM http://bfctucson.org/	Medieval Maidens MC http://www.medievalmaidensmc.com	VIII Society Littlequitans2000@yahoo.com	Revolution MC 5/5/12 No Contact
Brothers of The Third Wheel http://superazbtw.com/	MMA of Arizona http://www.mma-az.org	Yaqui Warriors MC yaquiwarriorsmcaz@hotmail.com	Rez Riders IMC 9/11/10 www.rezridersimcarizonachapterinc.org
Cochise Riders MC http://www.cochiseridersmc.com	Nomaden MC french1nomadenmc@aol.com	ACMC Associates/Start Date/Website or Contact Info	Sacred Skulls MC 7/9/11 sacredskulls@live.com
Desert Road Riders MC http://www.desertroadridersmc.com	NARBONAS NAVAJO NATION navajonationnarbonasmc@yahoo.com	Blood Bought MC 11/5/11 www.BloodBoughtMC.com	Sons of Hell MC 7/10/10 http://sonsofhellmcyumaco.com/
Desert Thunder MC http://www.desertthundermc.com	Red Iron Brotherhood MC http://www.redironbrotherhoodmc.com/	Breathe Life 3/23/10 breathelife@rocketmail.com	Survivors Clean and Sober MC 3/6/10 survivorsmcaz@gmail.com
Devil's Disciples MC http://www.devilsdisciples.org	Rollin Knights MC http://www.rollinknightsmc.com	Brotherhood RC 7/9/11 www.brotherhoodrc.com	Sword of Truths 9/10/11 www.mov-az.com
Devils Own MC mceesmotorsports@yahoo.com	Rough Riders MC http://www.rough-riders-mc.com/rrmc	Cerberus MC 1/8/11 azharleyryder@yahoo.com hezlittusmc@yahoo.com	Tinners MC 5/1/10 Tinners_mc@yahoo.com
Emergency Support Riders MC http://www.meetup.com/esr-mc/	Sho Ryders MC http://www.sho-ryders.com	Hooligans MC 1/24/10 solid1eye@yahoo.com	Union Brotherhood 11/5/11 No Contact Info
Hawg Ridin Fools MC http://www.hawgridinfoolsmcariz.com	Sober Riders MC http://www.soberridersmc.org	Latin Riders MC 3/5/11 www.latinriderz.com	Wolves MC Tucson 11/6/10 jackminor@msn.com
Hells Angels MC http://www.hells-angels.com	Soldiers for Jesus MC http://www.soldiersforjesusmc.com	Los Santos MC 5/5/12 brandonwhargis@gmail.com	Guests
The Huns MC http://www.thehunsmc.com	Sons of Aesir MC http://www.sonsofaesirmc.com	Mountain Motorcycle Association of AZ 8/7/10 landnavigator13@yahoo.com	BACA
IOOB MC - Tucson Tribe guruioob@gmail.com	Southern Arizona Harley Riders MC www.sahr.us	Nightryders MC 1/7/12 www.nightridersmc.com	Buccaneers MC
Journeyman MC http://journeymenmc.com	Spartan Riders MC http://www.spartanridersmc.com	Nine Pieces of One RC 1/8/11 https://www.facebook.com/pages/Nine-Pieces-Of-One/191881300822607?v=info	Desert Demons
Leathernecks MC http://www.azleathernecks.com	Stoned Sober MC HVACBULL@gmail.com	Outsiders 3/29/10 www.outsidersaz.com	Devils Dozen
Limey Riders MC skypilotlrmc@earthlink.net	Sun Riders MC http://www.tucsonsunridersmc.com		East Side Rydaz

For Information and/or any Business please use the below address :
Arizona Confederation of Motorcycle Clubs, 4246 E Tanzanite Lane San Tan Valley , AZ 85143



PRESCOTT

THE JOURNEYMEN MC SUPPORT THE **ACMC**
AND THE EFFORTS TO ABOLISH UN-CONSTITUTIONAL
TREATMENT OF AMERICAN CITIZENS IN ARIZONA.



Medieval Maidens MC
We pledge our support to the **ACMC**
for it's work on anti-discrimination in
the state of Arizona.

www.MedievalMaidensMC.com

ACMC RIOT ON THE RIVER 2012

2012 ACMC Riot on the River (ROTR) was a huge success and one of the biggest we have seen in a many years. With the Associates stepping it up and doing their part to show up, participate, help, and be available when needed, made the event more enjoyable for the Members and Guests of the ACMC. The Members that had duties also made ROTR a big success. With their guidance, experience and assistance we were able to make it an event without any mishaps, issues or hardships. Bands, Cabela's (\$500, \$300, \$200) Raffle, Food, Beer and Drinks, General Raffle, Vendors, Bike Show, Bike Games, Other Festivities and the Camaraderie of all the Brothers and Sisters within OUR COMMUNITY made for an outstanding 3 days and 2 nights of memories, fun and

relaxation needed by all. AND we made money for the ACMC to help pay for our Lobbyist and Conference expenses for ACMC Officers/Members.

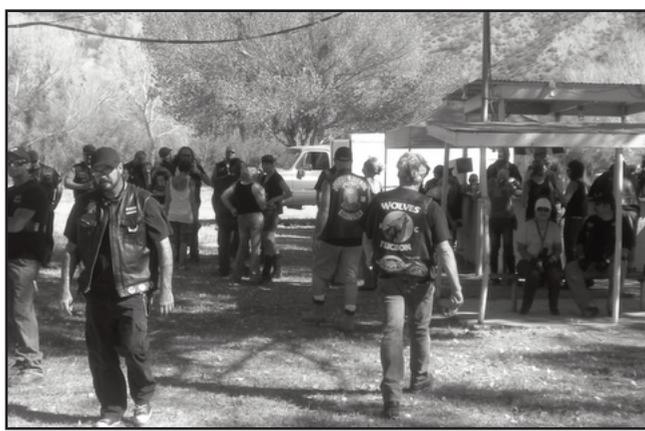
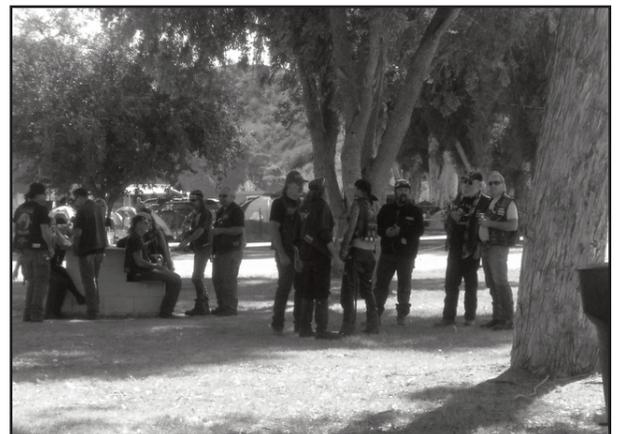
The local Hayden Police Officers were hovering and staying well beyond their welcome into the evening. It proved to be an uneventful for the Officers but a costly expense for the citizens of Hayden/Winkelman. The writer, even took video of the Officers, their 2 vehicles, and asked them questions why they were harassing and intimidating the Biker Community while having a private party. Officers replied, "we have a new Captain now and he wants to bring the Hayden Police Dept up to a higher standard so we are here by his orders". Hummmmm. Later

that night when LE decided to bring their sniffing drug dog into the park there was nothing to find, write a ticket or arrest for. When asked again by many bikers "why the drug dog", the answer was "oh, just taking him for a walk". Really? More wasted tax payer money to justify what we know is by definition "profiling, harassment, and discrimination".

As you canvassed Winkelman Park, you could see that every nook and cranny was taken by tents, vans, motor homes, camping tents, cars and bikes (LOTS OF BIKES)!!! So, in spite of the Hayden Police Dept, ROTR was enjoyed by all present and will be remembered by everyone there who shared their stories, the music, dancing, drinking, eating, laughing, and

one of the most memorable weekends of the year (well some will remember)!!! When Sunday morning came up on the horizon, those that wanted to have a spiritual and uplifting send off went to a blessing and sermon. Those that had cleanup, well they cleaned the Park. And those that needed to head home left their campsites (clean and tidy) and headed off on their bikes to their respective destinations.

Thank you to all the Members, Associates, Supporters, Guests, Vendors and Friends of The Arizona Confederation of Motorcycle Clubs, Inc. for making 2012 Riot on the River the huge success it was.



CIVIL AND POLITICAL RIGHTS DEFINITION

Civil and political rights are a class of rights that protect individuals' freedom from unwarranted infringement by governments and private organizations, and ensure one's ability to participate in the civil and political life of the state without discrimination or repression.

Civil rights include the ensuring of peoples' physical integrity and safety; protection from discrimination on grounds such as physical or mental disability, gender, religion, race, national origin, age, sexual orientation, or gender identity; and individual rights such as privacy, the freedoms of thought and conscience, speech and expression, religion, the press, and movement.

Political rights include natural justice (procedural fairness) in law, such as the

rights of the accused, including the right to a fair trial; due process; the right to seek redress or a legal remedy; and rights of participation in civil society and politics such as freedom of association, the right to assemble, the right to petition, the right of self-defense, and the right to vote.

Civil and political rights form the original and main part of international human rights. They comprise the first portion of the 1948 Universal Declaration of Human Rights (with economic, social and cultural rights comprising the second portion). The theory of three generations of human rights considers this group of rights to be "first-generation rights", and the theory of negative and positive rights considers them to be generally negative rights.

The phrase "civil rights" is a translation of

Latin *ius civis* (rights of citizens). Roman citizens could be either free (*libertas*) or servile (*servitus*), but they all had rights in law. After the Edict of the Milan in 313, these rights included the freedom of religion. Roman legal doctrine was lost during the Middle Ages, but claims of universal rights could still be made based on religious doctrine. According to the leaders of Kett's Rebellion (1549), "all bond men may be made free, for God made all free with his precious bloodshedding."

In the 17th century, English common law judge Sir Edward Coke revived the idea of rights based on citizenship by arguing that Englishman had historically enjoyed such rights. The English Bill of Rights was adopted in 1689. The Virginia Declaration of Rights, by George Mason and James

Madison, was adopted in 1776. The Virginia declaration is the direct ancestor and model for the U.S. Bill of Rights (1789).

In early 19th century Britain, the phrase "civil rights" most commonly referred to the problem of legal discrimination against Catholics. In the House of Commons support for the British civil rights movement was divided, many more largely known politicians supported the discrimination towards Catholics. Independent MPs (such as Lewis Eves and Matthew Mountford) applied pressure on the larger parties to pass the civil rights act of the 1920s.

In the 1860s, Americans adapted this usage to newly freed blacks. Congress enacted civil rights acts in 1866, 1871, 1875, 1957, 1960, 1964, 1968, and 1991.

MAKING A DIFFERENCE:

ARIZONA MOTORCYCLIST MEDICAL CARE PLAN (AMMCP) "BIKERS HELPING BIKERS"

Arizona Motorcyclist Medical Care Plan (AMMCP) founded by Medieval Maidens MC as a Non-Profit corporation has created a way for patients to get expedited care while removing some of the hassles and cost of obtaining quality medical care. AMMCP will provide coordination of all primary care needs including office visits, arranging referrals, lab work, outpatient diagnostic testing, telephone consultations, and prescription refills by contracting with a primary care physician.

The plan will allow for every patient to have one complete physical at first visit and two other office visits per calendar year. We will make every attempt to consult with patients regarding their medical problems over the telephone, however, some problems may require a physical examination by the physician to diagnose and treat the problem. We will be able to fill out paperwork for you as well with a limit of three forms per year including FMLA, Short Term Disability, disability plate/placard for the Motor Vehicle Department, etc. This excludes medical nar-

atives.

The enrollment fee for ONE YEAR in The Plan is in 3 levels--\$300 for a single member; \$500 for family of 2 members; and \$750 for a family of 4 members. A \$25 administration fee per plan will be charged upfront for administration costs. We offer a Payment Plan to help in these tough times. Three (3) consecutive payments and you are a Member of AMMCP for ONE YEAR. \$300 + \$25 = \$100 per month + \$25 1st month. \$500 + \$25 = \$166.20 per month + \$25 1st month. \$750 + \$25 = \$250 per month + \$25 1st month. That easy!

Within this Plan we are able to manage patients with chronic conditions as well as patients who may rarely need to see a physician. Patients with chronic conditions such as diabetes, high cholesterol, high blood pressure, etc., might be asked to send in an update form occasionally to keep the physician informed of your current condition(s). This form will include your vitals (blood pressure, weight, etc.),

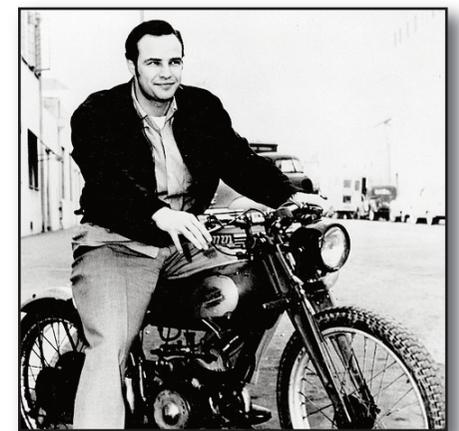
an area to update your family and personal medical history, and a section for you to make notes related to your medical condition(s). The physician may require you to also have your blood tested periodically if you are on certain medications or for some medical conditions, i.e.: thyroid, diabetes, and high cholesterol. This is in accordance with the standards of medical care that all physicians must adhere to. There may be other medical conditions which require frequent monitoring by either the update form and/or lab work.

This Plan can be purchased and used in conjunction with your insurance with the exception of Medicare, Medicare Advantage, and AHCCCS plans.

We do have other services available not included for an addition fee outside of this base price including OMT/Manipulations, weight loss, adult immunizations, and minor skin procedures. If additional visits are needed before the calendar year is up, these will be at the cost of \$25 each. We have an imaging facility and a lab who

have agreed to provide discounts for our patients without insurance. Those would be billed to you separately.

Exclusions of The Plan include chronic pain management, and any psyche diagnosis other than mild depression or anxiety as determined by physician. If you have any additional questions regarding this Plan call AMMCP Administrators Kat (602) 758-2201 or Mariah (623) 238-2211. We look forward to helping you.



**THE DESERT EAGLES MC
SUPPORT THE EFFORTS
OF THE APMC
IN THEIR FIGHT AGAINST
DISCRIMINATION**

AMA POSITION IN SUPPORT OF VOLUNTARY HELMET USE

The American Motorcyclist Association (AMA), as part of a comprehensive motorcycle safety program to help reduce injuries and fatalities in the event of a motorcycle crash, strongly encourages the use of personal protective equipment, including gloves, sturdy footwear and a properly fitted motorcycle helmet certified by its manufacturer to meet the DOT standard. The AMA believes that adults should have the right to voluntarily decide when to wear a helmet. The AMA does not oppose laws requiring helmets for minor motorcycle operators and passengers. The AMA asserts that helmet use alone is insufficient to ensure a motorcyclist's safety. There is a broad range of other measures that can be implemented to improve the skill of motorcycle operators, as well as reduce the frequency of

situations where other vehicle operators are the cause of crashes that involve motorcycles. The AMA opposes provisions conditioning adult helmet use choice on economic criteria such as, but not limited to, additional medical insurance coverage. Such rationale is based on the negative and incorrect view that motorcyclists present a "social burden." The AMA maintains that acceptance of such requirements is contrary to the long-term interests of motorcycling.

Helmet Use and Helmet Laws

The AMA notes there is a clear distinction between the voluntary use of helmets and mandatory helmet use laws. Some view the helmet solely as a mechanical safety device, similar to a seat belt. Many motorcyclists view the helmet as an accessory

of personal apparel, and its use or non-use is connected with a chosen lifestyle and their right as adults to make their own decisions. Mandatory helmet laws do nothing to prevent crashes. Regardless of the protective equipment worn, any motorcyclist involved in a crash is at considerable risk. This makes it all the more vital to avoid a motorcycle crash in the first place, a strategy widely recognized and pursued in the motorcycling community. The AMA is a strong advocate of voluntary motorcycle rider education, improved licensing and testing, and increased public

awareness. All are measures that can reduce the likelihood of crashes and improve overall safety. The AMA holds that a common principle should be applied when consideration is given to mandating personal safety, whether it be for motorcycling or some other risk-related activity: Adults are capable of making personal safety decisions for themselves. Society's role is not to mandate personal safety, but rather to provide the education and experience necessary to aid adults in making these decisions for themselves.

AMA-ARIZONA STATE MOTORCYCLE LAWS

Road Safety Helmet Required by law under age 18

State Funded Rider Ed Available for all eligible applicants

Eye Protection Required by law unless equipped with windscreen

Daytime Use of Headlight Modulating headlight permitted

Passenger Seat Required if carrying a passenger

Passenger Footrest Required if carrying a passenger

Passenger Age Restriction None

Helmet Speakers No Restrictions

Periodic Safety Inspection Required by law-annual emissions, some areas Mirror Left(L) Right(R) One required by law

Radar Detector No Restriction

Turn Signals Not Required

Muffler Muffler required; no cutout, bypass or similar device (28-955.01, Motorcycles; noise level equipment; unauthorized equipment).

Maximum Sound Level Maximum allowable A-weighted sound levels based on measurements taken at a distance of 50 ft from center lane of travel (R17-4-61. Motorcycle Noise Limits): Model Year/<=35mph/35-45mph/>45mph: Before 1972/84dba/88dba/88dba; 1972-1980/79dba/82dba/86dba; After 1980/76dba/80dba/83dba

State Insurance Requirements Compulsory Liability (Minimum Limits)(15/30/10) Handlebar Height 28-964C. Handlebars such that the hands of the operator are not above the operator's shoulder height when the operator is sitting astride the seat and the operator's hands are on the handlebar grips.

Rider-Education Waiver Skill & Knowledge Test

Accept Motorcycle Endorsement From Other States Yes

Accept RiderEd Completion Card From Other States Yes

Motorcycles operating two abreast in same lane Yes. 13 AAC 02.427 - Driving motorcycles and motor-driven cycles on roadways laned for traffic (a) Motorcycles and motor-driven cycles may be driven upon a lane of a roadway, and no motor vehicle may be driven so as to deprive a motorcycle or motor-driven cycle of the full use of a lane. This provision does not apply to motorcycles or motor-driven cycles driven two abreast in a single lane by consent of both drivers; however, no motorcycles or motor-driven cycles may be driven more than two abreast in a single lane.

Lane Splitting 28-903. Operation of motorcycle on laned roadway; exceptions B. The operator of a motorcycle shall not overtake and pass in the same lane occupied by the vehicle being overtaken. C. A person shall not operate a motorcycle between the lanes of traffic or between adjacent rows of vehicles.

Lemon Law Coverage Yes; Arizona Revised Statutes Â§Â§ 44-1262



MOTORCYCLE DAY AT THE DOME

Wed. Feb. 20th, 2013

Join us for a **FREEDOM RIDE TO THE CAPITAL**

LET'S SHOW OUR LEGISLATORS WHAT IS IMPORTANT TO US ON MOTORCYCLE SAFETY ON THE ROAD!

Meet us at the Kmart Shopping Center I-17 and Northern kickstands up at 9:30am

Meeting place: Senate Lawn
1700 W. Washington St.
Phoenix, Arizona

Time: 10:00am - 2:00pm

Schedule: Contact your legislators and make appointments with them.

Purpose:

- Meet with your legislators.
- Explain motorcycling issues to our representatives.
- Learn the legislative process.

COME - BE SEEN - MAKE A DIFFERENCE!

Making a Difference

ARIZONA MOTORCYCLIST MEDICAL CARE PLAN (AMMCP) "BIKERS HELPING BIKERS"

Arizona Motorcyclist Medical Care Plan (AMMCP) founded by Medieval Maidens MC as a Non-Profit corporation has created a way for patients to get expedited care while removing some of the hassles and cost of obtaining quality medical care. AMMCP will provide coordination of all primary care needs including office visits, arranging referrals, lab work, outpatient diagnostic testing, telephone consultations, and prescription refills by contracting with a primary care physician.

The plan will allow for every patient to have one complete physical at first visit and two other office visits per calendar year. We will make every attempt to consult with patients regarding their medical problems over the telephone, however, some problems may require a physical examination by the physician to diagnose and treat the problem. We will be able to fill out paperwork for you as well with a limit of three forms per year including FMLA, Short Term Disability, disability plate/placard for the Motor Vehicle Department, etc. This excludes medical narratives.

The enrollment fee for **ONE YEAR** in The Plan is in 3 levels--\$300 for a single member; \$500 for family of 2 members; and \$750 for a family of 4 members. A \$25 administration fee per plan will be charged upfront for administration costs. **We offer a Payment Plan to help in these tough times. Three (3) consecutive payments and you are a Member of AMMCP for ONE YEAR. \$300 + \$25 = \$100 per month + \$25 1st month. \$500 + \$25 = \$166.20 per month + \$25 1st month. \$250 + \$25 = \$250 per month + \$25 1st month. That easy!**

Within this Plan we are able to manage patients with chronic conditions as well as patients who may rarely need to see a physician. Patients with chronic conditions such as diabetes, high cholesterol, high blood pressure, etc., might be asked to send in an update form occasionally to keep the physician informed of your current condition(s). This form will include your vitals (blood pressure, weight, etc.), an area to update your family and personal medical history, and a section for you to make notes related to your medical condition(s). The physician may require you to also have your blood tested periodically if you are on certain medications or for some medical conditions, i.e.: thyroid, diabetes, and high cholesterol. This is in accordance with the standards of medical care that all physicians must adhere to. There may be other medical conditions which require frequent monitoring by either the update form and/or lab work.

This Plan can be purchased and used in conjunction with your insurance with the **exception** of Medicare, Medicare Advantage, and AHCCCS plans.

We do have other services available not included for an addition fee outside of this base price including OMT/Manipulations, weight loss, adult immunizations, and minor skin procedures. If additional visits are needed before the calendar year is up, these will be at the cost of \$25 each. We have an imaging facility and a lab who have agreed to provide discounts for our patients without insurance. Those would be billed to you separately.

Exclusions of The Plan include chronic pain management, and any psyche diagnosis other than mild depression or anxiety as determined by physician. If you have any additional questions regarding this Plan call AMMCP Administrators Kat (602) 758-2201 or Mariah (623) 238-2211. We look forward to helping you.

Limited Power of Attorney

I _____ hereby
give _____ power of attorney to claim, pick up
and receive "my personal property including but not limited to my
vehicle/motorcycle/trike

_____ which is being held at _____

All persons holding said property are to immediately release property to _____

This power of attorney is limited to 30 days, after being signed, dated and witnessed.

Signed _____ Date _____

Witnessed by _____ Date _____

Witnessed by _____ Date _____

The form printed is for the benefit of Bikers from
Aid to Injured Motorcyclists and Law Offices of Richard M. Lester

If In an accident call 1-800-On A Bike
Accident Attorneys who Ride

Documentation of Discrimination

DATE: _____ TIME: _____

NAME OF ESTABLISHMENT: _____

BUSINESS PHONE (with area code): _____

BUSINESS - FULL ADDRESS: _____

NAME / POSITION OF PERSON ENFORCING POLICY: _____

WRITTEN STATEMENT OF DISCRIMINATION (use back if needed): _____

YOUR NAME (please print): _____

YOUR PHONE (with area code): _____

YOUR SIGNATURE: _____

*** INCLUDE ANY PICTURES OF DISCRIMINATING SIGNS POSTED ***

Documentation of Incident/Profiling

DATE: _____ TIME: _____

REASON GIVEN TO PULLOVER OR DETAIN: _____

LOCATION WHERE IT OCCURRED: _____

NAME OF OFFICER AND POSITION: _____

WRITTEN STATEMENT OF INCIDENT (use back if needed): _____

YOUR NAME (please print): _____

YOUR PHONE (with area code): _____

YOUR SIGNATURE: _____

INCLUDE ANY PICTURES IF YOU HAVE THEM.

SAFETY & EDUCATION ALERT: VEGA HELMET CORP RECALLING XTS MOTORCYCLE HELMETS

29 December 2012

The Massachusetts Motorcycle Association (MMA) would like all riders to be aware that Vega Helmet Corp. has announced that it is recalling more than 30,000 model XTS Helmets after testing found that some did not meet crash protection safety standards. Vega specifically identified XTS half-helmets in sizes Large, Extra Large, and XX Large produced between May 2011 and October 2012.

Safety Testing by the National Highway Traffic Safety Administration performed earlier this year identified that four (4) Extra Large Helmets failed to pass. Vega investigated and found that the helmets fell out of compliance partially due to changes in the model's shell design. Although Vega doesn't know how many of the helmets in the effected population failed to meet the Federal Motor Vehicle Safety Standard, the company is recalling all of them and informed regulators that

the helmet's design would be reconfigured immediately. Vega further said they will replace the recalled helmets. According to reports by the Associated Press, there's no evidence that anyone has been injured because of the defective helmets.

The MMA notes that it's unclear how many helmets beyond just these 4 were tested by NHTSA and from which manufacturers, what their pass/fail ratio was and whether other failed models were being addressed by their respective manufacturers (if any). According to reports by the Associated Press, there's no evidence that anyone has been injured because of the defective helmets.

The MMA suggests that all riders who wear Vega XTS Half-Helmets in sizes L, XL, and XXL check the manufacturer date on the labeling inside the helmet. Further information should be available from Vega Helmet Corp. when the recall begins in Late January.

UP CLOSE AND PERSONAL- "DEAD IN 5 HEARTBEATS"

Kat Grover

Adapted from the successful novel, *Dead in 5 Heartbeats*, by Ralph "Sonny" Barger with Keith and Kent Zimmerman. The story follows the Infidelz MC's former President, Patch Kinkade, who has left his personal demons behind for the calm of desert life. When war erupts between his brothers he left behind and the rival Hooligans, Patch rides back into town to either make peace or do battle. Release Date---April 5th, 2013 Limited Theater release starting in Phoenix, AZ.

The journey started back last year at the beginning of 2012 for me. A casting call for "bikers of all kinds" to try out for bit parts and extras in a movie that was going to use Sonny's book (yes THE Sonny Barger) *Dead in 5 Heartbeats* to create a film that would be directed by Jeff Santo and star Jeff Black as the lead character. I did not get into the very beginning of this venture, but eventually I was able to show up a few times for scenes that needed extra bodies (not that kind of bodies). It was daunting and very exciting at the same time. I was able to experience a very small part of filming a movie over the next 9 months and watch many professionals make a movie.

I was honored and very humbled to see so many in our Community come together and work so diligently everyday, 24 hours a day, for an opportunity to be in this remarkable movie. I even downloaded each

clip that came out on YouTube and posted it on Facebook immediately. I hoped I might be able to be in one scene for a couple of seconds....maybe if I was lucky. This movie broke all the preconceived barriers of time, cost, professional quality, and predictability. It came together almost seamlessly in under 30 days of shooting and a couple of months of editing.

The Film "Dead In 5 Heartbeats" had a private viewing on Nov 29th at 7pm. I saw the private viewing and would highly recommend it to any and all Individuals (bikers or not). Sonny Barger, the author of *DI5H*, has transcended the 20th Century 50s, 60s, 70s stereotypic mentality of the bad ass biker mentality and has written, produced and created a Film for the 21st Century bad ass biker LIFESTYLE of Respect, Brotherhood and Loyalty in its true form for today. It disputes any and all the inaccurate, misguided, and false definitions/ portrayals from current Law Enforcement and Homeland Security using the OMGs (Outlaw Motorcycle Gangs) list as a reason to continue violating and harassing the rights, liberties, and freedoms of our Motorcycle Community in today's time. It is worth seeing more than ONCE and is an incredible story of a Real Biker MC lifestyle and creed. I am in for 2 seconds and Medieval Maidens MC is at the end of the credits. For me, I have taken off a few of those items I put on my BUCKET list after this experience.

continued page 14

WHEN WRITING YOUR ELECTED OFFICIALS

Your Name

Your Address

Your City, State, Zip

[I have seen everything left justified and is acceptable although not formally correct. However be sure to skip a line here. A header is also acceptable for organization letter-head or stationary]

Date

[Date can be left or right justified. However be sure to skip a line]

Honorable Addressee Name
Addressee Address
Addressee Address [line 2 if needed]
Addressee City, State, Zip

[I often include an email and/or Phone number, although not technically formal according to websites I have referenced]

Dear Representative or Senator, [Salutation or Greeting]

Introduction [Identify Self and any professional or personal experience relevant to the purpose of the letter. State the purpose, for example the issue and a proposed resolution. Formal letters are indented for each paragraph, but again the digital age and Internet often ignores paragraph indenting and have seen acceptable letters written without indents, and instead spaces between paragraphs]

Body Paragraphs [Limit to about three paragraphs. Cite data sources and recommend solutions to each problem, as well as, the effects of the problems. Provide an alternative that the legislator can work with rather simply stating a complaint or disagreement]

Conclusion [Ask for reply or action (be polite). I have even asked for alternative resolutions not stated, but always clearly state the grievance or resolutions that are unacceptable and why if the preceding body paragraphs. For example any resolution that continues to violate my 4th Amendment rights is unacceptable. Include a statement of follow up action and intentions on you yourself or organization.

Thank them for their time, efforts, consideration, etc... [Always maintain a polite and respectful tone. Stay on the high road. I know it can be difficult at times, but remember this letter whether electronic or hardcopy may be distributed and circulated and the content and tone reflects not just the author, but the organization the author represents.]

Respectfully, [Closing - End the letter with "Regards," or "Faithfully," if you do not know the person or well and "Sincerely," for those who you know by person. If there is a disagreement, "Respectfully," is appropriate.]

[Typically 3-4 Spaces and sign hardcopies here]

Your Name

Email Address [and/or]

Phone number [if different or not included in top right/header]

Tip 1: Try to keep to one page, I have reduced to the font to ten, shrunk the margins to 0.75" and made the addresses "in-line" to accomplish, which are technically incorrect, but acceptable. You can always includes attachments rather than going into detail to save space.

Tip 2: Use the same format for emails as often one may print the content portion and then your contact information is then disconnected from the letter content or even addressee.

ACMC Runs, Events and Happenings



Compiled by Kat

Jan 2013

Jan 5th.....ACMC Meeting

To All ACMC Members: Next ACMC Meeting is Jan 5th 2013 at 12 noon. Please send at least 2 representatives from your Club or Organization who has the authority to vote, if needed. The Next ACMC Meeting will be hosted by Hells Angels MC Cave Creek at their Clubhouse at 21448 N 24th Ave Phoenix, AZ. Anything to address at the meeting please contact Still Ray. His info is on the Contacts Page of this website. If you have business with the ACMC please also contact Still Ray-Chairman. Any questions or concerns please contact a Board Member.

Jan 5th..... The Rough Riders M/C Inc Papago Chapter Open House

Rough Riders M/C, Inc PAPAGO CHAPTER OPEN HOUSE, 5 January 2013, 1900 Hours (7:00 p.m.) till whenever. Come party with your local Rough Riders! RRM Clubhouse 1201 N. 54th Ave. Suite #133 Phoenix, AZ 85043 (Enter clubhouse from alley) Just south of I10, take 51st Ave exit. Turn right on Latham St. FMI: Contact Warhead at warheadrrmc@cox.net .

Jan 5th....Hells Angels MC-Phoenix END OF THE WORLD PARTY

END OF THE WORLD PARTY.... Hells Angels Phoenix event. "If the world is going to end... Hell let's PARTY!!!" Starts at 7pm. At Phoenix Clubhouse 147 W Mohave.

Jan 12th..... SRMC-Glendale Open House

Spartan Riders MC Glendale- OPEN HOUSE- 5964 West Maryland Ave Glendale AZ. Starts at 6pm til whenever...Come visit the New Clubhouse... As always food is free, Beverages avail-

able and a good time.Come hang out by the pool...

Jan 12th..... VIII's Jam Night

VIII's Jam Night, Come out and bring your guitars or what ever you play and come jam with the VIII's. Good music great people come out and enjoy the fun. Second Saturday of the month. FMI: Two-Stroke at matt.fike@hirata.com

Jan 17th..... VNVets/Legacy Vets MC Chapter "S" Bike Nite

Every 3rd Thursday of the month,Chapter "S" of the Vietnam Vets/Legacy Vets MC will host a Bike Nite at the Buffalo Corral BBQat 23 N Garden Ave in Sierra Vista, AZ 85635 (520) 459-8484 <http://www.thebcbq.com/> There will be a live band and lots of door prizes donations for the Ft. Huachuca Chaplain's Fund will be accepted.

Jan 19th..... HAMC CAVE CREEK – INFAMOUS SMOKER PARTY

The Alamogordo Chapter of The Huns of the Southwest will be holding its Hill Climb in Ruidoso NM. All are invited to attend and show-off you speed and agility on the hill. For more information call Mr. Ed @ 575.491.0464.

Jan 19th..... Leathernecks MC Arizona-Urban Assault

LEATHERNECKS MC ARIZONA, Bulldog chpt presents the first annual URBAN ASSAULT party. Come party once again with your LOCO 571CREW at the REVOLUTION MC clubhouse, 1505 E.Weber, Tempe. Party starts at 4pm til whenever, \$10 gets ya in, \$5 gets ya fed with great food from Chef Squirt. 50/50, Raffle prizes, live music....you know you wanna be there! FMI: Bubba at bubbaleathernecksmc@gmail.com .

Jan 26th..... VIII's end of the month party

VIII's End of the month party/open house Come out and party with the VIII's. FMI: Rwo-Stroke at matt.fike@hirata.com .

Jan 26th..... CRMC hosts Black n White Night

Come support Black n White Night with Cochise Riders MC at the Crystal Palace Saloon in Tombstone, AZ. Starts at 6pm to close. \$15 single/\$20 couple.

Live Band and Food provided.

Feb 2013

Feb 8th..... Rough Riders M/C Open House

Rough Riders M/C, Inc PAPAGO CHAPTER OPEN HOUSE, 8 February 2013, 1900 Hours (7:00 p.m.) till whenever. Come party with your local Rough Riders! RRM Clubhouse 1201 N. 54th Ave. Suite #133 Phoenix, AZ 85043 (Enter clubhouse from alley) Just south of I10, take 51st Ave exit. Turn right on Latham St. FMI: Contact Warhead at warheadrrmc@cox.net .

Feb 9th..... Loners MC Valentines Run

Loners M/C 7th Annual Valentines Party & Poker Run – More details go to www.lonersmc.org or contact Mud at mudlffl@yahoo.com

Feb 9th..... DEVILS DICIPLES Valentines Day PARTY

Devils Diciples. And Sons of Odin present 3rd annual VD party . At the Cadillac chaparral steakhouse on mile post 102 north on Highway 79 .between Tucson and Florence . 5 till? Plenty of room for camping .live music by the Garcia brothers 20 dollars per person includes steak dinner ! Good food good music and good friends ! FMI: Silent at bigdeast@gmail.com .

Feb 9th.... LRMC Valentine Party

7 PM- Limey Riders MC Valentines Party. \$5.00 per person

Feb 10th.... Hells Angels MC hosts their 30th Annual Florence Prison Run.

30th Annual Florence Prison Run. NO MINORS! ONLY 21 and Over. Sunday Feb 10th, 2013. Open to the PUBLIC! The first 1200 riders get a Run Pin. Featuring a LIVE Rock N Roll Band. FMI contact Mark at mcp8181@netzero.net or go to the website at <http://hamc2son.com> .

Feb 16th.... Soldiers for Jesus MC hosts the 2nd Annual Run for the Clubs

Save this Date!!!! More details to follow. Soldiers for Jesus MC hosts the 2nd Annual Run for the Clubs.

Feb 16th..... SRMC-Glendale Open House

Spartan Riders MC Glendale- OPEN

HOUSE- 5964 West Maryland Ave Glendale AZ. Starts at 6pm til whenever...Come visit the New Clubhouse... As always food is free, Beverages available and a good time.Come hang out by the pool...

Feb 20th..... Freedom Rally Ride to Motorcycle Day at the Dome

February 20, 2013. The purpose of the Motorcycle Day at the Dome (MDATD) is to meet, greet and converse with your State/District Legislators and National Senators/Representatives in their offices OR on the Senate Lawn of the State Capitol. You will have the opportunity to discuss various issues facing Motorcyclists today. You can also sit in the gallery as the Legislators are in session. Representatives from Motorcycle Rights Organization Members, Motorcycle Clubs (MCs), Independent Riders and Motorcycle Supporters will attend the Annual Motorcycle Day at the Dome. This event is sponsored by ABATE of Arizona and the date is Wednesday, February 20th from 10:30-3pm on the Capitol grounds, House lawn. All volunteer organizations/workers and clubs should be on sight by 8:30am. Please mark your calendars. "All Bikers Welcome".

A barricaded area is reserved for bike parking on 17th Ave between Washington and Jefferson ,

the full length of the Capitol grounds itself. Any delivery vehicles will have to enter the area from the Washington side. We have notified TV stations for media coverage. Your lobbyists cannot do this alone and we are asking for your help to make this another great year with our Legislation.We are asking that each of you invite as many of your motorcyclist friends as you can

to participate in this important event. WE ARE ASKING ALL MOTOCYCLISTS TO PLEASE CALL or EMAIL your 2 Representatives and 1 Senator and Set-up an appointment with them to meet in their office from 9am-3pm. Or ask them to join you on the House lawn to discuss some key points effecting motorcyclists in Arizona . If you're not sure who your Legislative person is, you can obtain their name and contact information by going to: www.votesmart.org. We will have a pamphlet with the Legislative bills we are running for this year on site and at the Sign-In Table. For further information on the event, go to the <http://www.abateofaz.org/>. The Motor-

ACMC Runs, Events and Happenings

cycle Day at the Dome Committee is made up of all 4 MROs in the State of Arizona (Abate, MMA, ACMC, & MMAA). Sponsored by ABATE of Arizona. FMI: www.abateofaz.org/.

Feb 21st VNVets/Legacy Vets MC Chapter "S" Bike Nite

Every 3rd Thursday of the month, Chapter "S" of the Vietnam Vets/Legacy Vets MC will host a Bike Nite at the Buffalo Corral BBQ at 23 N Garden Ave in Sierra Vista, AZ 85635 (520) 459-8484 <http://www.thebcbq.com/>. There will be a live band and lots of door prizes donations for the Ft. Huachuca Chaplain's Fund will be accepted.

Feb 23 rd..... RIB Ride for the Kids

Red Iron Brotherhood is having a poker run and after party for the Arizona burn foundation. Money raised will help support children that have been badly burned. Plenty of prizes, high and low hand. Any questions please call Fix @ 586-531-4630 or go to www.RIBMC.info

Feb 23 rd MMA 20th Annual Beach Party

20th Annual Beach Party, Come on out and join us for the party. We are celebrating at the Roadrunner in New River.

March 2013

March 2nd ACMC Meeting

To All ACMC Members: Next ACMC Meeting is March 2nd, 2013 at 12 noon. Please send at least 2 representatives from your Club or Organization who has the authority to vote, if needed. The Next ACMC Meeting will be hosted by Spartan Riders MC at their Clubhouse 1310 E Van Buren in Phoenix, AZ. Anything to address at the meeting please contact Still Ray. His info is on the Contacts Page of this website. If you have business with the ACMC please also contact Still Ray-Chairman. Any questions or concerns please contact a Board Member.

March 9th Shamrocks & Shenanigans

3rd Annual Shamrocks & Shenanigans Run FMI: Jacob at cobyd_73@yahoo.com.

March 16th Rough Riders M/C Open House

Rough Riders M/C, Inc PAPAGO CHAPTER OPEN HOUSE, 8 February 2013, 1900 Hours (7:00 p.m.) till whenever. Come party with your local Rough Riders! RRMC Clubhouse 1201 N. 54th Ave. Suite #133 Phoenix, AZ 85043 (Enter clubhouse from alley) Just south of I10, take 51st Ave exit. Turn right on Latham St. FMI: Contact Warhead at warheadrrmc@cox.net.

March 21st VNVets/Legacy Vets MC Chapter "S" Bike Nite

Every 3rd Thursday of the month, Chapter "S" of the Vietnam Vets/Legacy Vets MC will host a Bike Nite at the Buffalo Corral BBQ at 23 N Garden Ave in Sierra Vista, AZ 85635 (520) 459-8484. <http://www.thebcbq.com/> There will be a live band and lots of door prizes donations for the Ft. Huachuca Chaplain's Fund will be accepted.

March 23 rd..... HAMC TUCSON SPRING OPENER

March 23 rd..... LRMC 30th Anniversary Party

7 PM- Limey Riders MC 30th Anniversary Party. Details to follow.

March 23 rd..... SRMC-Glendale Open House

Spartan Riders MC Glendale- OPEN HOUSE- 5964 West Maryland Ave Glendale AZ. Starts at 6pm til whenever...Come visit the New Clubhouse... As always food is free, Beverages available and a good time. Come hang out by the pool...

March 24th.... GOLD RUSH POKER RUN

Starts at the MESA LOST DUTCHMAN MC CLUB HOUSE. Doors open at 8 am...takes you through a back-roads Poker Run (90 miles) in the Southern part of the Valley of the Sun. The last stop and party is at the River Bottom Saloon in Florence. FMI: lostdutchmanmc.com or Bill at billetldmc@juno.com. Thank you.

March 30th..... Spartan Riders MC Ghetto Blast

Hold this date. More info to follow.

March 30th.... DTMC Thunderfest

Hold this date. More info to follow.

April 2013

April 13 th.... MMMC 4th Annual Panty Dash

Save the date. It's backkkkkk!!!! MMMC will host their Infamous 4th Annual Panty Dash. Locations and details to follow. FMI: www.medievalmaidensmc.com or Kat at katmmmc@yahoo.com.

April 14th.... Cave Creek Crew hosts Sonny Anniversary Run & Party

Cave Creek Crew hosts Sonny 55th Anniversary Party and Run. Ends at Road Runner SteakHouse. Fore info to follow.

April 18th.... VNVets/Legacy Vets MC Chapter "S" Bike Nite

Every 3rd Thursday of the month, Chapter "S" of the Vietnam Vets/Legacy Vets MC will host a Bike Nite at the Buffalo Corral BBQ at 23 N Garden Ave in Sierra Vista, AZ 85635 (520) 459-8484 <http://www.thebcbq.com/>. There will be a live band and lots of door prizes donations for the Ft. Huachuca Chaplain's Fund will be accepted.

April 20th.... ROUGH RIDERS M/C INC. Papago Chapter Hosts their annual "In Memory" Party

ROUGH RIDERS M/C INC. Papago Chapter Hosts their annual "In Memory" Party

To benefit the Veterans of Arizona. When: Saturday, 20 April 2013 @ 1800 hours (6:00 P.M.)

Where: VFW Post #1433 (63rd Ave, south of Northern Ave). Admission for the Party: \$10.00 per person *Live Music*Food*50/50 and RAFFLE DRAWINGS*SUPPORT SHIRTS* For more info contact Rabbit @ 623-764-2111/For Vendor info contact Fumes @ 602-469-0145

April 20th.... HAMC TUCSON TK PARTY

April 27th.... Spartan Riders MC Glendale- ANNUAL FISH FRY

Spartan Riders MC Glendale- ANNUAL FISH FRY-5964 West Maryland Ave Glendale AZ. Starts at 4pm. Serving between 5pm- 9pm..Fried Fish, Fried Taters, Fried Hushpuppies, Coleslaw, Green Salad, and Good ol American White Bread. NOTHING OUT OF A CAN!! \$10 single-\$15 cou-

ple. Beverages available and a good time.

May 2013

May 4 th ACMC Meeting

To All ACMC Members: Next ACMC Meeting is March 2nd, 2013 at 12 noon. Please send at least 2 representatives from your Club or Organization who has the authority to vote, if needed. The Next ACMC Meeting will be hosted by Hells Angels MC-Tucson at their Clubhouse. Anything to address at the meeting please contact Still Ray. His info is on the Contacts Page of this website. If you have business with the ACMC please also contact Still Ray-Chairman. Any questions or concerns please contact a Board Member.

May 4 th ALMA MC Cinco de Mayo Fiesta

ALMA MC hosts their Annual Cinco de Mayo Fiesta on May 4th, 2013. Save the Date!! More details to follow. Contact Chapo at soy.chapo@gmail.com.

May 16th VNVets/Legacy Vets MC Chapter "S" Bike Nite

Every 3rd Thursday of the month, Chapter "S" of the Vietnam Vets/Legacy Vets MC will host a Bike Nite at the Buffalo Corral BBQ at 23 N Garden Ave in Sierra Vista, AZ 85635 (520) 459-8484. <http://www.thebcbq.com/> There will be a live band and lots of door prizes donations for the Ft. Huachuca Chaplain's Fund will be accepted.

May 18th 10th Annual Sho Ryder BBQ

May 18th, 2013. Event name is : 10th Annual Sho Ryder BBQ. More details to follow. Contact tipzee@shoryders.com for more info.

May 25th SRMC-Glendale Open House

Spartan Riders MC Glendale- OPEN HOUSE- 5964 West Maryland Ave Glendale AZ. Starts at 6pm til whenever...Come visit the New Clubhouse... As always food is free, Beverages available and a good time. Come hang out by the pool.



KNOW YOUR RIGHTS!!!!

Do you know what your rights are when a police officer asks to search you? If you're like most people I've met in my eight years working to educate the public on this topic, then you probably don't. It's a subject that a lot of people think they understand, but too often our perception of police power is distorted by fictional TV dramas, sensational media stories, silly urban myths, and the unfortunate fact that police themselves are legally allowed to lie to us. It wouldn't even be such a big deal, I suppose, if our laws all made sense and our public servants always treated us as citizens first and suspects second. But thanks to the War on Drugs, nothing is ever that easy. When something as stupid as stopping people from possessing marijuana came to be considered a critical law enforcement function, innocence ceased to protect people against police harassment. From the streets of the Bronx to the suburbs of the Nation's Capital, you never have to look hard to find victims of the bias, incompetence, and corruption that the drug war delivers on a daily basis. Whether or not you ever break the law, you should be prepared to protect yourself and your property just in case police become suspicious of you. Let's take a look at one of the most commonly misunderstood legal situations a citizen can encounter: a police officer asking to search your belongings. Most people automatically give consent when police ask to perform a search. However, I recommend saying "no" to police searches, and here are some reasons why:

1. It's your constitutional right. The 4th Amendment to the U.S. Constitution protects us against unreasonable searches and seizures. Unless police have strong evidence (probable cause) to believe you're involved in criminal activity, they need your permission to perform a search of you or your property. You have the right to refuse random police searches anywhere and anytime, so long as you aren't crossing a border checkpoint or entering a secure facility like an airport. Don't be shy about standing up for your own privacy rights, especially when police are looking for evidence that could put you behind bars.
2. Refusing a search protects you if you end up in court. It's always possible that police might search you anyway when you refuse to give consent, but that's no reason to say "yes" to the search.

Basically, if there's any chance of evidence being found, agreeing to a search is like committing legal suicide, because it kills your case before you even get to court. If you refuse a search, however, the officer will have to prove in court that there was probable cause to do a warrantless search. This will give your lawyer a good chance to win your case, but this only works if you said "no" to the search.

3. Saying "no" can prevent a search altogether. Data on police searches are interesting, but they don't show how many searches didn't happen because a citizen said no. A non-search is a non-event that goes unrecorded; giving rise to a widespread misconception that police will always search with or without permission. I know refusing searches works because I've been collecting stories from real police encounters. The reality is that police routinely ask for permission to search when they have absolutely no evidence of an actual crime. If you remain calm and say no, there's a good chance they'll back down, because it's a waste of time to do searches that won't hold up in court anyway.
4. Searches can waste your time and damage your property. Do you have time to sit around while police rifle through your belongings? Police often spend 30 minutes or more on vehicle searches and even longer searching homes. You certainly can't count on officers to be careful with valuables or to put everything back where they found it. If you waive your 4th Amendment rights by agreeing to be searched, you will have few legal options if any property is damaged or missing after the search.
5. You never know what they'll find. Are you 100 percent certain there's nothing illegal in your home or vehicle? You can never be too sure. A joint roach could stick to your shoe on the street and wind up on the floorboard. A careless acquaintance could have dropped a baggie behind the seat. Try telling a cop it isn't yours, and they'll just laugh and tell you to put your hands behind your back. If you agreed to the search, you can't challenge the evidence. But if you're innocent and you refused the search, your lawyer has a winnable case. Remember that knowing your rights will help you protect yourself, but no amount of preparation can guarantee a good outcome in a bad sit-

uation. Your attitude and your choices before, during, and after the encounter will usually matter more than your knowledge of the law. Stay calm no matter what happens, and remember that you can always report misconduct after things settle down.

Finally, please don't be shy about sharing this information with your friends and family. Un-

derstanding and asserting your rights isn't about getting away with anything, and it isn't about disrespecting police either. These rights are the foundation of freedom in America, and they get weaker whenever we fail to exercise them.

Scott Morgan is Associate Director of FlexYourRights.org and co-creator of the film 10 Rules for Dealing with Police.

IRREVOCABLE CONSENT AGREEMENT

I, _____, am a member of a club known as _____ that has adopted a distinctive insignia/patch. The patch is and shall remain property of the club irregardless if the member _____ purchased the patch with their own funds. No one is permitted to possess or wear this patch unless they are current members in good standing with the club. In the event my membership privileges are suspended or terminated, I agree to immediately surrender my patch upon request. I understand and affirm that my patch is solely club property and my consent is irrevocable. Further, I consent to the club's use of whatever legal means necessary to immediately regain their property and I agree to indemnify and hold harmless all members, the club and any third parties who are involved in regaining possession of the club property, including court costs, attorney fees and all litigation expense. Time is of the essence in regaining club property to prevent confusion among members, the public and for the protection of the club property.

I hereby irrevocably agree to all the above this the _____ day of _____, 2010.

Member/Probate/Other _____

Club Officer _____



It's time you did something more to protect your rights!

JOIN AND SUPPORT **Motorcycle Riders Foundation** REGISTER, VOTE, WRITE AND RIDE!

- Annual Individual Membership \$30
- Annual Joint Membership \$50
- Freedom Fighter Donation: \$10 \$25 \$ _____
- 3-Year Individual Membership \$80
- 3-Year Joint Membership \$130
- Annual Sustaining Membership \$100
- New Member Renewal Member # _____

FOR OFFICE USE ONLY
(All information treated confidentially)

Referred by _____
Date _____
MRF# _____
Exp. Date _____
Member was given:
 Pin
 Patch
 Year Rocker
 Newsletter
What issue? _____

PLEASE PRINT OR TYPE YOUR INFORMATION

Name		Phone () -	
Address			
City	State	Zip	
E-mail Address			
Are you a member of a state motorcyclists' rights organization? <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, name:			

Mail with remittance to: **Motorcycle Riders Foundation, Inc., 236 Massachusetts Ave. NE, Suite 204, Washington, DC 20002**
(202) 546-0983 • FAX (202) 546-0986 • <http://www.mrf.org> • mrfoffice@mrf.org

CHARGE IT!	<input type="checkbox"/> Visa <input type="checkbox"/> MasterCard	Card #	Exp. Date
	<input type="checkbox"/> American Express	Signature	Date

ACMC - Arizona Spokesman

SUGAR PINE RANCH RALLY 2012 - MANCOS, CO



UP CLOSE AND PERSONAL- "DEAD IN 5 HEARTBEATS" CONTINUED

Thank you Sonny and Zorana (Z).

Take your misguided misconceptions, Law Enforcement's tainted and false propaganda and societies simple minded 50s

mentality and ride into the 21st Century. A biker film for, with, and about the biker motorcycle club lifestyle coming from a true legend, Ralph "Sonny" Barger. The cast, crew, families and friends came to-

gether to watch this incredible story and without any hesitation from the audience, Sonny, was given a standing ovation at the end of the Film. Great job and kudos to Sonny, Zorana (Z), Jeff Santo, Jeff Black,

Dan Haggerty, David Dela Rocco, Kat Garcia, and Robert "Chico" Mora and all the AZ and CA Motorcycle Club Members who were in the this Film.



RULES OF THE ROAD AS I SEE IT

31 Rules of Living Life and Rules of the Road

Author unknown...But was e-mailed to me via a Brother Behind Bars thru CorrLinks...

1. Four wheels move the body but two wheels move the soul.

2. A good rider has balance, judgment, imagination, and timing.

So does a good lover.

3. A motorcycle rider picks a destination and goes.

A Biker picks a direction and goes.

4. Always back your bike in to the curb because you have No reverse for a fast exit... and park where you can see it.

5. Winter is nature's way of clearing the road of bikes for a scooter tramp.

6. The best alarm clock when sleeping in a rest area is sunshine on chrome.

7. If you really want to know what's going on, watch the drivers face not the car.

8. A brother is someone that will get out of bed with a firm feeling woman at 3am to come get you and your bike at the bar when you are too drunk to ride.

9. Everyone crashes, some get back on, some don't, & some can't.

10. Only a Biker knows why a dog sticks his head out a car window.

11. Look where you are going and go where you're looking.

12. Never be so predictable that you show up on time. Be early or late.

13. When you pick your bike up from the Mechanic and it has that smooth sweet idle that only a Harley can have that goes [tat-deetee-tat -- tat-deetee-tat] its saying...[pay the mechanic--pay the mechanic].

14. When you're rolling down the road and you hear engine noise you don't like, just turn your head a littl15. Beware of the smell of new leather in front of you on the road.

16. It's not the patch that makes the man, It's the man that makes the patch... So choose your brothers wisely.

17. It takes years of riding together to become Roadies and a Roadie is the best thing you can take on a trip.

18. You used to hate us, now you want to be us, but the way you are we once was and the way we are you may never be.

19. It takes more than \$20,000 dollars & 100 miles to be a biker.

20. A zest for living must include a willingness to die and the best things in life are dangerous.

21. It takes more love to share the seat or your bike on long trips than it takes to share your bed at home.

22. Saddlebags can never hold everything you want to take... But they will hold what you need.

23. A bike on the road is never stolen out of the shed.

24. If you don't ride in the rain... you miss miles of riding you will never get back.

25. The third day on the road your butt stops hurting and your bike runs smoother.

26. You don't stop riding because you're getting older... you get older when u stop riding.

27. L&R have 2 meanings; to your woman it means Love & Respect...To your Brothers it means Loyalty and Respect.

28. Never pass a bar in the rain. You will never have a better chance to make new friends.

29. Never trade the thrills of living for the security of existence.

30. I don't give respect... I return it.

31. Most important, life should not be a journey to the grave with the intentions of arriving in a pretty well preserved body... But rather a sliding skid in broadsided with a cloud of smoke, thoroughly used up, totally worn out, raising hell loudly proclaiming... damn what a ride!

L&R Mack... Forsaken Few MC



Motorcycle Day at the Dome 2013 (MDATD)

February 20, 2013

The purpose of the Motorcycle Day at the Dome (MDATD) is to meet, greet and converse with your District Legislators. You will have the opportunity to discuss various issues facing Motorcyclists today. You can also sit in the gallery as the Legislators are in session.

Representatives from Motorcycle Rights Organization Members, Motorcycle Clubs (MCs), Independent Riders and Legislators will attend the Annual Motorcycle Day at the Dome.

This event is sponsored by ABATE of Arizona and the date is Wednesday, February 20th from 10:30-3pm on the Capitol Lawn. All volunteer organizations/workers and clubs should be on sight by 8:30am.

Please mark your calendars.

"All Bikers and Community Supporters are Welcomed"



The Huns of the Southwest

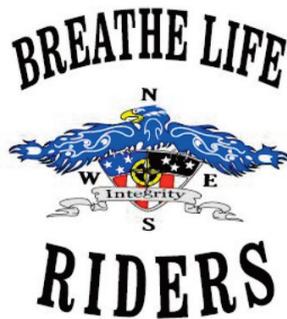


The Huns of the Southwest supports the efforts of the Arizona Confederation of Motorcycle Clubs (ACMC) in their endeavor to preserve the rights of all motorcycle riders. We also support the idea for a safer riding community by educating the public and making them aware of motorcyclists. This can be done with the guidance through this Motorcycle Rights Organization. We ask that you to give them your support.



Breathe Life Riders

Supports the Arizona Confederation Of Motorcycle Clubs



THE DESERT ROAD RIDERS MC

SUPPORT THE ANTI - DISCRIMINATION WORK THE ACMC IS DOING



SOBER RIDERS MC

Supports efforts the ACMC Contributes to eliminate Unfair discrimination and Rights violations



DESERT THUNDER MC

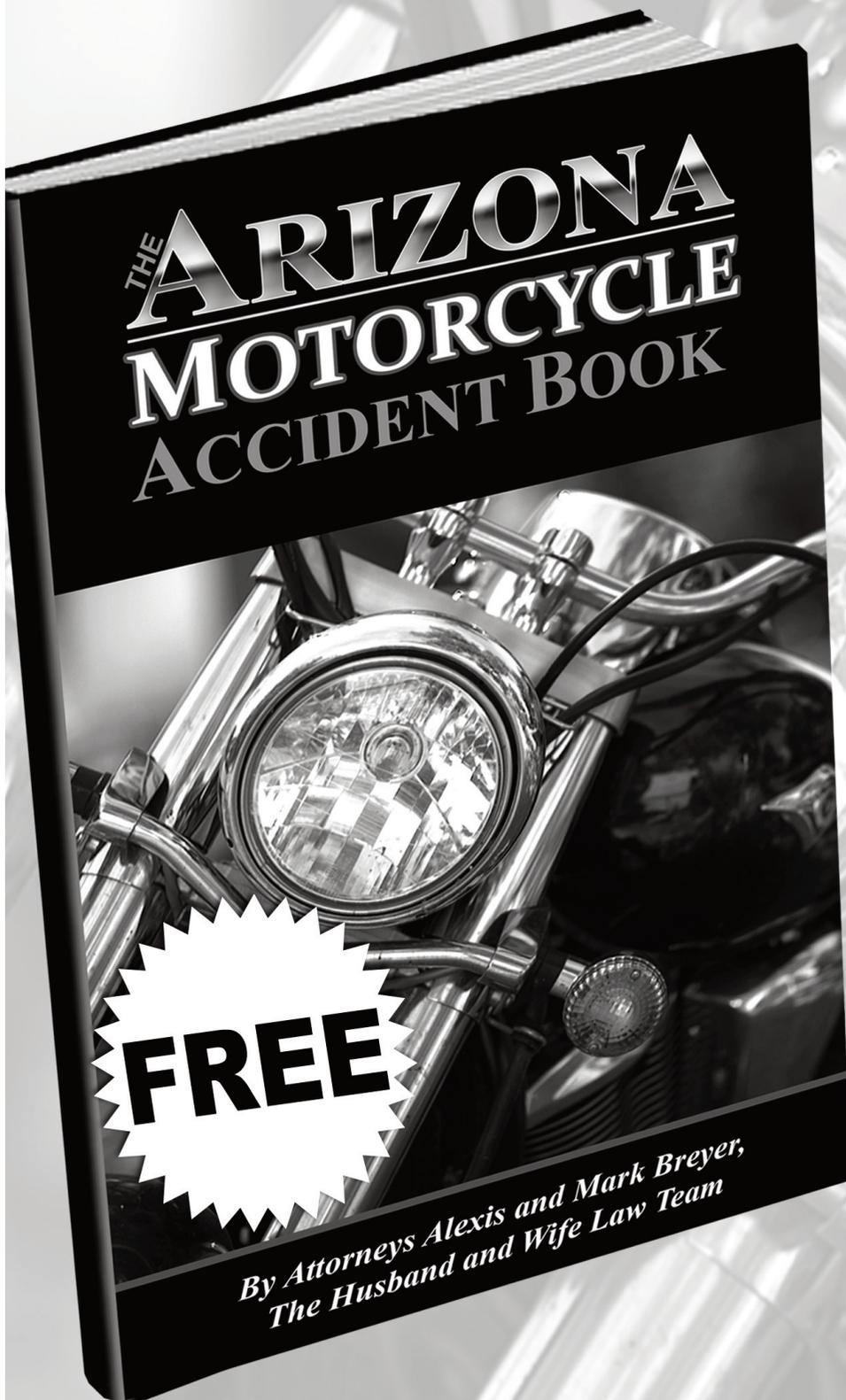
Supporters of the Arizona Confederation of Motorcycle Clubs and it's efforts in the Biker Community



COCHISE RIDERS MC SUPPORT THE ACMC

Attention Members of the Arizona Confederation of Motorcycle Clubs:

KNOW YOUR RIGHTS!



- How much insurance do I need?
- What is the "unwritten" helmet law?
- Am I giving up my rights if I speak to an insurance adjuster?
- Will hiring a lawyer hurt my case?

The Husband & Wife Law Team can answer these questions for you so you can keep living and riding free.
Call us today for your FREE copy of the Arizona Motorcycle Accident guide at (602) 267-1280.

AS POOH SEES IT



The holidays and the recent events have tempted me not to write this Colum at this time, but then on second thought I believe what I have to say here, is important and needs to be heard. I believe almost nothing I read on the internet. I often use www.snopes.com to verify when I read something I want to know the truth about. I have waited to write this for information that has not been verified yet. First of all, what weapons were really used at the Sandy Hook shootings? Second, is there an assault weapons ban already in effect in Connecticut? Was the national assault

weapons ban in affect when the Columbine shootings happened? And again, what weapons were used in that shooting? Not that the answers will change anything much, I just want to know the truth. I have found articles contradicting all of the information I have found in the above tragedies. So I guess the only thing I have been able to confirm is that the internet nor the press can be counted on for responsible reporting.

The way I see it, people are divided into groups. First you have those who usually hold or wish to hold political positions who take some sort of morbid advantage during such tragedies to further their own private agendas. Next are the people who are usually educated but incredibly naive when and where it comes to the government. You all know people like these. They are often heard saying "of course it is the truth, Police do not lie". Or, "If the Patriot Act saves lives, it must be a good thing." Then we have the fence sitters who will believe who ever makes the best play for their attention and have little mind of their own. Lets not forget the political party hard liners who side with their party no mater what stance that party takes.

Then there are the rest of us who have minds of our own and thirst for the facts so we might make intelligent responsible decisions.

I don't want to sound like I don't think this senseless spilling of our young people's blood must end! It must! But I do feel the lack of mental health funding to help the thousands, if not millions, of mentally ill people who cannot pay for the help they need is one of the two largest causes of such tragedies as these shooting of late. The other reason is, in my mind, that our government has taken so much effort in making it impossible to insult or expose anyone to that which they do not wanting to hear that we have made it impossible to teach today's youth some basic principles of life. Among these principles is a basic value for another's life and the difference between right and wrong. For instance it is no longer OK to let anyone fail! Children are not held back a grade if they cannot pass the required curriculum. Everyone gets a trophy, even the losers. Our children are not taught to be responsible for their actions. Then when they are older they are thrust into a competitive life where winning is the only thing and how you play the game only matters if it leads to winning.

other people who's jobs it was to collect intelligence about the logic in a war with Iraq. And having little to no regard for the information that was made available by these people, Bush Chaney and Rumsfeld sent our armed forces into Iraq at the expense of hundreds of thousands of lives. But there is no movement to protect our children from the likes of them. Neither party has shown where either is better than the other. Predatory self interest abounds in government. In short the only power we really have is to vote. Or to contact those we vote for and let them know how we feel about issues they are faced with. At the same time, always remember our votes, no mater how well unified we are, are not enough. We need the votes of the citizens who we are exposed to everyday. It is our behavior, as witnessed by those citizens where we will win the support needed, to defend our bill of rights

The one thing I know for sure is: we need protect our children from harm and taking our weapons away will not save anyone's life nor make anyone any safer. In fact, any gun control will only depreciate this nation's security!

Love and Respect,

Pooh

Look at Bush, Chaney, and Rumsfeld. These men insulated themselves from the



WHAT'S ON YOUR MIND?

It amazes me that those of us that live in the United States never speak the English language. I've looked in the dictionary and I have never been able to find the words: Shiiiiiiiiiiiit, ya'll, f--k, ch'ere, motherf---er, c--t, and many other expletives (dirty words). However, I have found a strange tie between the animal kingdom and our politicians.

We have all know that there is a Herd of cows and a Flock of chickens, but the English language has some wonderfully anthropomorphic collective nouns (descriptive words) for the various groups of animals.

We are all familiar with the above Herd

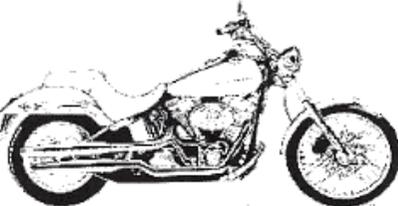
and Flock and there is of course a School of fish and a Gaggle of geese. However, less widely known is a Pride of lions, a Murder of crows (as well as their cousins the rooks and ravens), an Exaltation of doves and, presumably because they look so wise, a Parliament of owls. Now consider a group of Baboons. They are the loudest, most dangerous, most obnoxious, most viciously aggressive and least intelligent of all primates. And what is the proper collective noun for a group of baboons?

Believe it or not . . . a Congress! — Kind of explains a lot of things, doesn't it.

Submitted by Brother Dan The Huns MC

BOB'S CYCLE SUPPLY

Since 1976



Harley Davidson
American After Market
Manufacturers
1909 - Present
Parts, New, Used and Custom
Service - Accessories
Antique - Classic - Late Model

We Build Wheels! Any Wheel!
We Specialize in Spool Hub Wheels

See us at our Store on *ebay*

4138 E. University Dr.
Phoenix, AZ 85034

TELEPHONE
(602) 437-0829

**EMERGENCY
SUPPORT RIDERS**



DEDICATED TO THE FALLEN



GMR



PERFORMANCE

PARTS • SERVICE • CUSTOM MACHINE WORK
DYNO TUNING

Performance Specialists

For All Your Harley Needs! 928-445-3473
gmrperformance.com
611 Division - Prescott, Arizona 86303

**MOTORCYCLE CLUBS
ARE NOT
STREET GANGS™**

**Exclusively sold by
Medieval Maidens MC in
AZ.**

Contact Kat at 602-758-2201
OR any MMMC Officer.
1-9 patches \$10 each
or 10+ patches \$8 each
We will come to your
meeting
or event in AZ.



**HELLS ANGELS MC
TUCSON**

**SUPPORTS THE AGMG IN
THEIR EFFORTS AND FIGHT
AGAINST THE
DISCRIMINATION AND
PROFILING OF BIKERS IN AZ**

WWW.HAMGZSON.COM

MOTORCYCLE ACCIDENT FAQs

Motorcycle crashes are frequent and dangerous events on the roadways of Arizona, and understanding the legal issues involved can be complex. Breyer Law Offices have been representing the victims of such accidents for over 15 years, and in that time we have heard a number of common questions from clients and their families alike. If you have come online in search of substantive information about motorcycle collisions, this article is for you. It addresses some of the most frequent concerns in the wake of any motorcycle accident in Arizona, including:

What should I do after a motorcycle accident?

This is a crucial moment in the timeline of your case. Priority one is to seek medical care, of course, especially if your injuries might be subtle or hard to detect. If you are able, however, you also want to collect important information from the scene. This can include anything from the other drivers' information to specific observations about time, place, road conditions, and any obstacles that may have played a role. In the days ahead, you will also want to be assiduous about assembling documentation from other sources,

including police reports, medical records, and any correspondence that occurs with insurance carriers.

What kind of expenses can I recover?

If you choose to pursue a motorcycle lawsuit, it is important to go in with your eyes open about what kind of damages you can seek. Arizona offers a number of ways to recover what you deserve, and a well-fought lawsuit may result in damages for medical care, loss of income, and pain and suffering. One or all of these can easily stretch into six figures and beyond depending on the circumstances of that accident and the state of your injuries. But it starts by retaining an effective motorcycle accident attorney.

How much will it cost?

Most Arizona personal injury attorneys work on a contingency basis. This means they do not charge anything unless you win money for your injuries. In other words, there is literally no way to come out of that relationship having lost money - either the case does not prevail, in which case your attorney's services are free, or you win a settlement, in which case the attorney's fees are taken out of

that settlement.

If you want to get the process started right away, you can contact Breyer Law Offices. With considerable experience and an unrivaled rate of success in litigating Arizona motorcycle collisions, this firm offers uncommon dedication and a unique skill set. Please call Breyer Law Offices.

Who can be held liable for injuries or property damage resulting from a motorcycle crash?

Anyone operating a vehicle that was involved in the accident could possibly be held liable. In addition, insurance companies, pedestrians, or public entities responsible for maintaining roadways could also possibly be held liable.

If a car, truck, or other motorcycle drives my bike off the road and then flees, can I file a personal injury claim?

Yes, this would be considered a hit and run accident. In such cases, you have to file a claim through your motorcycle insurance company in order to receive compensation for medical care and re-

lated accident expenses. In some cases, you can even file a motorcycle accident claim if a family member has the right coverage or even with your car insurance policy company.

Do I need an expert to testify in a motorcycle liability case?

Well, it depends. In motorcycle accident cases that are straightforward and liability is not contested, you may not need an expert. However, in more complicated cases, like those that may involve a potential manufacturing liability, you may require a forensic investigator to evaluate the evidence and provide expert testimony at the trial.

If I don't have motorcycle insurance, can I still make a personal injury claim?

Yes. Even if you don't have insurance, that doesn't mean you lose your right to hold a negligent party accountable for injuries you suffered

If you have more questions about motorcycle accidents, contact the injury attorneys at Breyer Law Offices.



The Sons of Hell MC proudly supports the ACMC in their efforts and fight against discrimination and profiling of bikers in AZ.

sonsofhellmc@yahoo.com



Christian Charles
Ackerley

Attorney At Law, PLLC

AGGRESSIVE CRIMINAL DEFENSE

602-472-3106

Email: Ackerley_law@yahoo.com

IF STOPPED FOR DUI:

- * Do ask to call and talk with an attorney immediately at (928) 358-8917
- * Do show your drivers license, registration and proof of insurance
- * Do ask to be released to obtain an independent blood test from a hospital
- * Do be courteous and respectful to the officer
- * Don't agree to take blood, breath, or urine tests without first asking that you be allowed to talk with an attorney at (928) 358-8917
- * Don't answer questions or agree to be videotaped
- * Don't take any field sobriety [coordination] tests
- * Don't take the eye test
- * Don't admit anything
- * Don't try to talk your way out of it
- * Don't be rude or disrespectful to the officer

Call 24 Hours a Day at (928) 358-8917

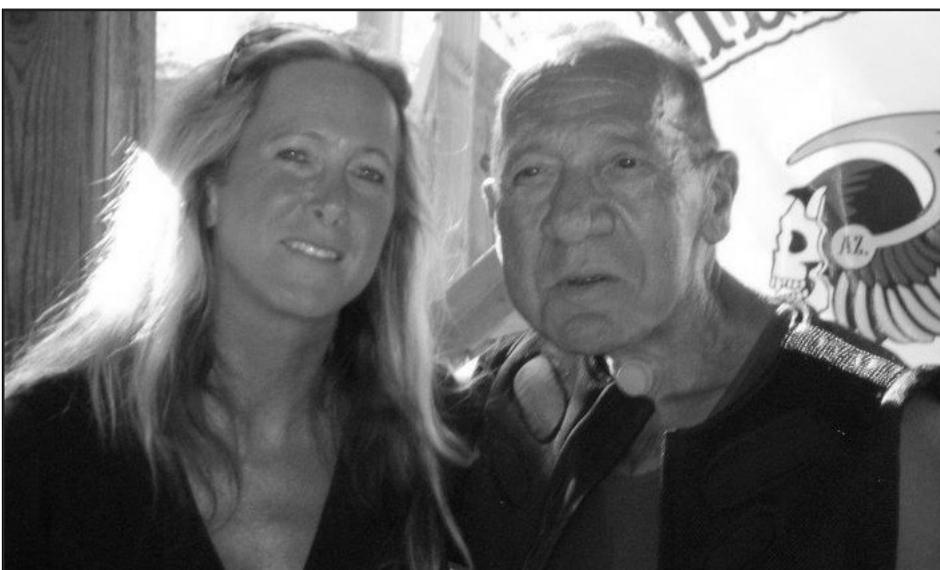
RED IRON BROTHERHOOD MC

We support the Arizona Confederation of Motorcycle Clubs.

We support it's mission and the battle against discriminaton.



DEAD IN 5 HEARTBEATS



WIND & FIRE MC



SUPPORTS THE ARIZONA CONFEDERATION
OF MOTORCYCLE CLUBS

ACMC MEETINGS 2012

Jan 7th 2012: Hells Angels MC Cave Creek Clubhouse

March 3rd 2012: Spartan Riders MC Phoenix Clubhouse

May 5th 2012: Hells Angels MC Tucson Clubhouse

July 7th, 2012: ALMA MC Clubhouse

Sept 8th 2012: Huns MC Tucson Clubhouse

Nov 3rd 2012: Lost Dutchman MC Mesa Clubhouse

Jan 5th 2013: Possible date-save it

Brotherhood RC

Supports the
Arizona Confederation
of
Motorcycle Clubs
and it's efforts in the
Biker Community against
unfair discrimination.



POOR BOYS

MOTORCYCLE ASSOCIATION



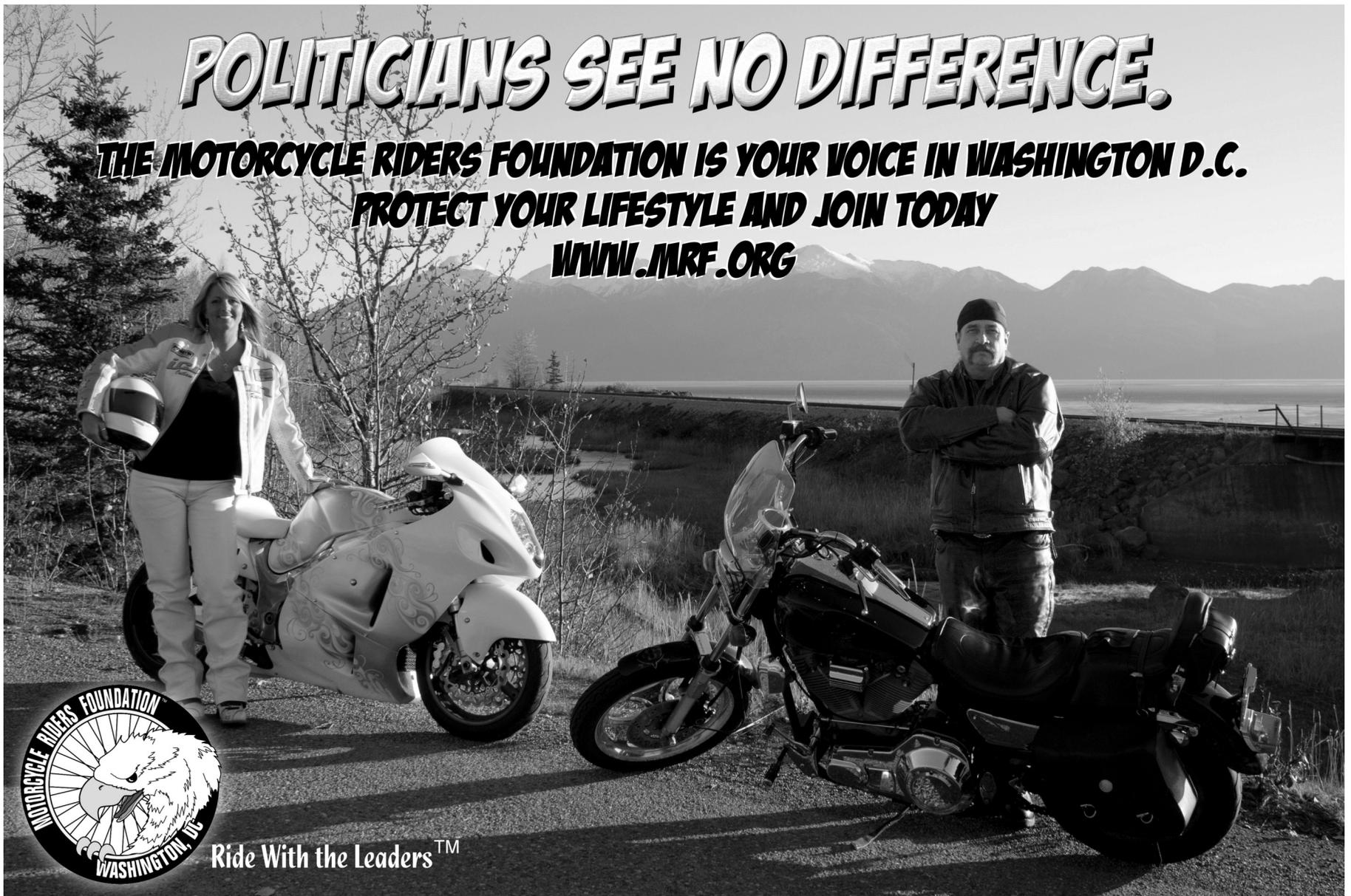
Proudly supports the ACMC in their ongoing efforts to end discrimination against bikers and ensure biker rights in the state of Arizona.

POLITICIANS SEE NO DIFFERENCE.

THE MOTORCYCLE RIDERS FOUNDATION IS YOUR VOICE IN WASHINGTON D.C.

PROTECT YOUR LIFESTYLE AND JOIN TODAY

WWW.MRF.ORG



Ride With the Leaders™

US DEFENDERS PROGRAM

Permission to Reprint

“Let us form one body, one heart, and defend to the last warrior our country, our homes, our liberty, and the graves of our fathers.” Tecumseh

What we are:

The US Defenders is a grass roots manpower movement formed from within each Confederation of Clubs from every state. Composed of State Citizen Biker manpower from Motorcycle Clubs and C.O.I.R (Coalition of Independent Riders) representatives, the US Defenders work in solidarity for the common good of our communities and to defend the Constitution of these United States of America.

Mission: The US Defenders stand ready to implement and support motorcycle rights organizations and other organization’s “Call-to-Actions” that are identified as falling within each Confederation of Club’s agenda. The US Defenders also “Stand at the Ready” when it comes to assisting your State’s Civil Defense in emergency situations such as tornado or flood damage that may befall our communities.

US DEFENDERS: The US Defenders program was commissioned by National Commander Gimmi Jimmy in the early fall of 2007 and has taken on a force of its own. Composed of members from every state COC and their COIR representatives, these freedom fighters have been appointed by their club, or selected from the independent rider community. The US Defenders units, led by each state’s Secretary of Defense and his unit commanders, will report to the National Lieutenant Commander who will assist you in all phases of the US Defenders program. Commissioned by your state’s COC, each

US Defender will wear a state COC sanctioned US Defender patch that cannot be sold or traded; it is the property of the

but manageable units of Motorcycle Clubs and Independent Riders manpower. MROs, like the ones above, can be in-



state. Any changes in personnel will need to be coordinated with the unit’s commander to which they are assigned.

The US Defenders program is not a Motorcycle Rights Organization (MRO) such as the TMRA, TMRA II, ABATE, AIM, MRF, MMA in AZ and the AMA,

cluded in the program.

All US Defenders will be trained in “Call-to-Action” grass root strategies such as letter writing campaigns, emailing and phoning state and national legislators and canvassing crowds who will then take that training back to their clubs

or groups to implement the action. Open training seminars in grass roots strategies like letter writing to legislators will be conducted by state and national leaders and teachers from around the country.

One of the most important tools of a US Defenders Unit will be the US Defender’s Booths that will be set up and manned at most major events and rallies across your state including motorcycle rallies, drag races, car and truck shows, etc. The mission of the US Defenders Booths will include registering voters, handing out US Defender and state COC literature, signing up C.O.I.R individuals, completing surveys and distributing “I SUPPORT” gear whose donations go directly to help fund the movement.

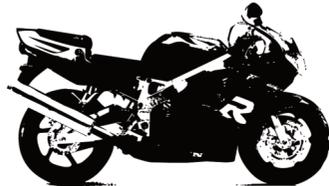
The US Defenders program promises to be the most exciting grass roots movement destined to spread across the country, all us working in concert together can achieve great things. Motorcycle club members, independent riders and even non-riders alike are coming together in solidarity in an effort to defend our constitutional liberties and to protect our right to pursue the biker lifestyle that we live day and night.

Remember, “One Heart, One Voice”!

For any questions concerning the US Defenders Program or to find out how you can get involved contact me directly at

paul@usdefenders.org or attend the next regional Confederation of Clubs meeting in your state.

Respect,
Paul
Lt. Commander
US Defenders
512.276.0681



NCOM BIKER NEWSBYTES

THE AIM/NCOM MOTORCYCLE E-NEWS SERVICE is brought to you by Aid to Injured Motorcyclists (A.I.M.) and the National Coalition of Motorcyclists (NCOM), and is sponsored by the Law Offices of Richard M. Lester. If you’ve been involved in any kind of accident, call us at 1-(800) ON-A-BIKE or visit www.ON-A-BIKE.com.

NCOM BIKER NEWSBYTES
Compiled & Edited by Bill Bish,

National Coalition of Motorcyclists (NCOM)

SUPREME COURT STRIKES DOWN
LAW AGAINST FILMING POLICE

The U.S. Supreme Court has rejected an Illinois prosecutor’s appeal to allow enforcement of a state law barring ordinary citizens from recording police officers as they do their jobs. A lower federal court had found that Illinois’ anti-eavesdropping law violates free speech rights because it

was being used by police and prosecutors against people who tape law enforcement officers.

The American Civil Liberties Union (ACLU) had filed a lawsuit against Cook County in 2010 to halt prosecution of ACLU staffers for recording cops in public spaces, an activity promoted by the ACLU all over the country, but when Chicago officials objected the legislature passed a law outlawing the filming of them. The so-called “anti-eavesdropping”

measure was designed to prevent covert recordings without consent, but the State of Illinois has applied that statute to mean any photography in a public zone; meaning no photographing or recording a cop on a public street while he/she is making a traffic stop, arrest, or for any other reason. Most other states don’t have laws prohibiting the filming of anyone or anything in public places, and the Illinois law had some serious teeth, carrying a 15-year

continued page 29

NCOM BIKER NEWSBYTES CONTINUED

prison term.

But the High Court has sided with a lower court decision protecting the rights of Americans when it comes to privacy under the First Amendment of the U.S. Constitution, and they refused to take action on the appeal. In rejecting the state's plea to criminalize videotaping police, the Supreme Court apparently agrees with the lower court, and police officers have no more expectation to privacy in public than any other person in America.

Harvey Grossman, legal director of the Illinois ACLU, was "pleased" with the result; "The ACLU of Illinois continues to believe that in order to make the rights of free expression and petition effective, individuals and organizations must be able to freely gather and record information about the conduct of government and their agents -- especially the police."

The National Coalition of Motorcyclists has presented various seminars during past NCOM Conventions on proper procedures for recording law enforcement officers in the performance of their duty, and although the Supreme Court has now given their blessing to such exercises of our civil rights under the United States Constitution, be aware not to interfere with, disrupt, or cause delays for police officers in their official duty while doing so.

VIRGINIA BIKERS SCORE HELMET VICTORY IN COURT

A dozen motorcyclists convicted of violating Virginia's mandatory helmet law have had their convictions reversed by the state Court of Appeals, while three others had their helmet convictions affirmed by the court. All 15 defendants were wearing headgear of some kind when they attended the 2011 Virginia Beach Bike Classic, but police claimed the riders' helmets failed to meet the state's standards. Each of them was convicted in general district court and in circuit court, but on appeal the state acknowledged the lower courts were in error in 12 of those 15 cases.

Virginia's helmet law, Code §46.2-910, requires helmets to meet any of three published standards but does not require any marks or labels to show compliance. Ten of the convictions addressed in *Bennett v. Commonwealth* were based solely on a lack of labeling, so those convictions were reversed.

One rider wore what a trooper described as a "toy" helmet with a plastic chin strap held together with a key ring. The state argued the key ring flunked one published standard, but the court of appeals panel said the state failed to rule out compliance with the other standards, so that conviction also was reversed.

In three cases, the motorcyclists admitted to a trooper that they knew their headgear was not the real deal. One helmet even had a label identifying it as a "novelty helmet," not for road use. For those three riders, the trip to the Court of Appeals proved fruitless. Convictions affirmed.

An admission of guilt, while always ill-advised, doesn't always equate to a conviction, however, as the 3-judge panel drew a fine line with one remaining defendant who told the trooper he knew he was wearing a novelty helmet -- but that statement alone was not enough to establish it failed to meet any of the safety standards, the court held. That biker's conviction was reversed, as reported in *Virginia Lawyers Weekly*.

TRAFFIC FATALITIES LOWEST EVER

Deaths of bicyclists rose 8.7% and fatalities of occupants of large trucks swelled 20% last year even as total traffic fatalities dropped to their lowest level since 1949, the National Highway Traffic Safety Administration recently reported in an analysis of 2011 traffic deaths.

Overall traffic fatalities dropped 1.9% to 32,367. The decline came as the number of miles driven by motorists dropped by 1.2%.

Last year also saw the lowest fatality rate ever recorded, with 1.10 deaths per 100 million vehicle miles traveled in 2011, down from 1.11 deaths per 100 million vehicle miles traveled in 2010.

The increase in bicycle deaths likely reflects more people riding bicycles to work and for pleasure as our culture begins moving toward healthier and greener modes of transportation, but the increase in deaths of large-truck occupants is more puzzling though it may be due to more trucks returning to the road as the economy improves.

Motorcycle deaths also rose 2.1%, marking the 13th time in the last 14 years that motorcycle rider fatalities have risen, reflecting more than a decade of record sales levels and escalating registrations nationwide.

NEED FOR SPEED

Florida #1 for Speeding Tickets, Wyoming #1 for Speed Deaths. As you may know, Texas drivers can now legally outrun the rest of the U.S. with a new 85 MPH speed limit posted between Austin and San Antonio, now the fastest stretch in the country. But it's in Florida that you run the greatest risk of getting slapped with a speeding ticket. Georgia, Nevada, Texas and Alabama follow Florida as the Top 5 states for speeding (Texas ranks a mere #4).

Wyoming drivers, meanwhile, have the highest rate of speeding-related deaths in the nation. 25 million speeding tickets are issued nationwide each year, and drivers pay an average of \$150 per ticket. These findings are part of newly-released data just published in the "Need for Speed" infographic on Bankrate's Insurance Quotes website. These statistics are for all vehicles.

TEXAS JUSTICE: WOMAN JAILED FOR WARNING OF SPEED TRAP

A woman in Houston was arrested and jailed for 12 hours after she held up a make-shift sign to warn drivers about a speed trap. Natalie Plummer was officially charged with walking in the roadway -- jaywalking, essentially -- though she says the police officers who arrested her were just angry that she had tipped off speeders.

Plummer was riding her bicycle along a road near downtown when she spotted police officers pulling drivers over. She told KTRK News that it looked like the officers were targeting cars at random, so she recorded some of the activity on her cell phone. Then, she said, she turned around and wrote "Speed Trap!!" in large letters on a piece of grocery bag to warn oncoming traffic. "I was simply warning citizens of a situation ahead," she told the TV station.

The officers didn't see it that way. Shortly after she took up her post, a squad car pulled up to Miss Plummer and an officer grabbed her backpack off her shoulder and began rifling through it. Then, he handcuffed her and told her she was under arrested for felony obstruction of justice and that she would spend three to five years in jail, at minimum.

She ended up being charged with misdemeanor "walking in the road where a sidewalk is present," though she was in jail 12 hours before she was able to bail out.

Plummer said she wasn't obstructing justice, and she wasn't in the roadway, either -- she was on the sidewalk. "He couldn't take me to jail for holding up this sign or he would have. So all he could do was make up something fake about it," she said.

A KTRK legal analyst says Plummer should not have been arrested, but the Houston Police Department stood by the officer's report that she was walking in the road and a danger to herself and others.

ANGRY BIKERS WARN TRAFFIC OF APPROACHING SPEED CAMERAS

A group of cheesed-off French bikers have taken to painting their own road markings warning motorists about upcoming speed cameras. The Federation Francaise des

Motards en Colere (FFMC), literally the French Federation of Angry Bikers, angered by a particular speed camera, decided to take direct action.

About thirty "Angry" bikers took to the streets of Toulon, brazenly taking matters into their own hands with a pot of paint. And these aren't just crude daubings either - these Gallic agitators have made their new markings look like a pro job, effectively communicating to drivers of speed cameras ahead; at least until local law enforcement catches on.

LANE SPLITTING SUPPORTED BY LANDMARK REPORT

Motorcyclists should be allowed to weave their way to the front of stationary traffic and car drivers should have to study up on motorcycle safety, according to a "landmark" parliamentary report recently released by Australian lawmakers.

It is currently an offense there, and in most developed countries, for motorcycles to "filter" (lane split) between cars at red lights and in slow traffic, but the report by the Road Safety Committee said that behavior could cut commuting times, slash congestion and should be legalized.

The report, applauded by the motorcycling community but given a mixed reception by other road users, also recommended questions about safety around motorcycles be included in future car license tests.

Rob Smith, of Motorcycles Australia, told the Herald Sun newspaper that the report was a big win for motorcyclists but it might be some time before new laws are introduced. He said he understood concerns from other motorists about safety, but agreed with the government officials that filtering through traffic could be a solution to congestion. "Filtering motorcycles benefits every road user by saving travel time," Smith said. "People should be concerned about road safety, but there is no evidence anywhere in the world that lane filtering is actually dangerous."

Victoria Motorcycle Council deputy chairman of data and research Rob Salvatore said the report was a landmark recognition of motorcyclists as legitimate road users. Committee chairman Murray Thompson MP said there has been a 66% increase in registrations of motorcycles in the past decade and passenger vehicle drivers needed to be more aware of them.

"GANG LAW" CHALLENGED DOWN UNDER

The Finks MC in Australia is challenging the constitutionality of a law that would make it easier to declare them a criminal gang, and have asked Australia's highest

NCOM BIKER NEWSBYTES CONTINUED

court to overturn laws they say are draconian and threaten civil freedoms.

Under the laws, police in Queensland state have sought to have the Finks declared a "criminal gang". Similar laws have been used elsewhere in Australia, and have been met with similar resistance from organized biker clubs.

"This legislation can be used against any organization which the police or the gov-

ernment may target to say they are criminal in nature," Finks lawyer Bill Potts told reporters ahead of the High Court challenge. "We say it's a law too far, it's a law that's unnecessary. We say that in total that large sections of it are in fact unconstitutional," he told Reuters.

The laws have been successfully challenged by other so-called "gangs", including the Hells Angels, in two other states; New South Wales and South Australia,

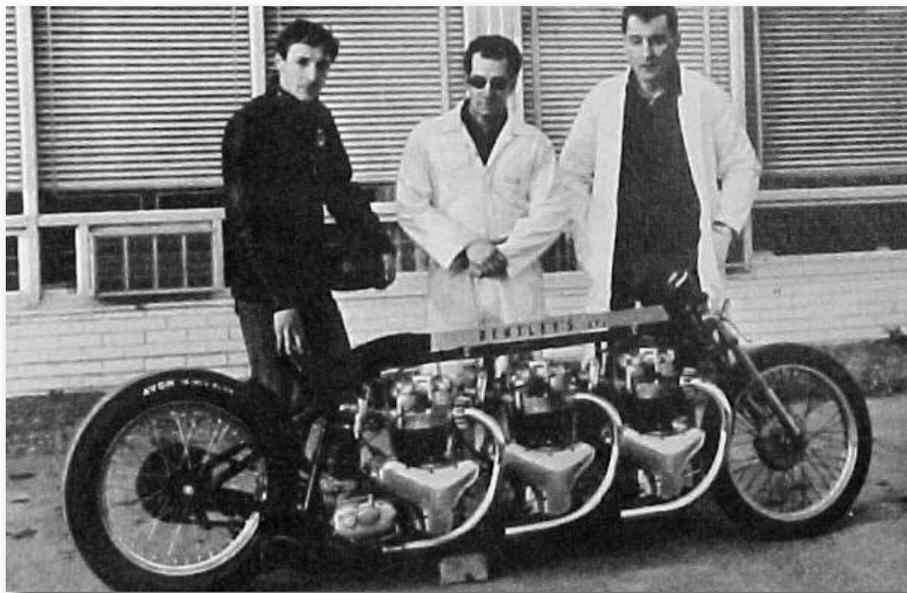
"frustrating governments who have tried to link rival gangs to the illicit drugs trade, trafficking of illegal firearms, robbery, murder, extortion and prostitution," the news agency reported.

New South Wales and South Australia subsequently recast their laws after the High Court of Australia decided that new powers allowing lower court judges to hear evidence in secret and to prevent legal appeals went too far under the Aus-

tralian Constitution.

QUOTABLE QUOTE: "America is at that awkward stage. It's too late to work within the system, but too early to shoot the bastards."

Claire Wolfe, author of "101 Things to Do 'Til the Revolution" (1996)
(With permission to reprint)



Loose Cannons MC Supports the efforts of the ACMC in Protecting our Rights and Standing Up Against Profiling of Bikers

MESSAGE OF APPRECIATION TO OUR MRF SUSTAINING PARTNERS AND MEMBERS

12NR35 - MESSAGE OF APPRECIATION TO OUR MRF SUSTAINING PARTNERS AND MEMBERS

FOR IMMEDIATE RELEASE
31 December 2012

As we close our 28th year in operation, let's take a moment to reflect. Using a measure of "engagement through participation" I would say our motorcycle rights community and the MRF are running strong, straight and true. We are operating on all cylinders thanks to the direct involvement, in so many ways, of our Sustaining State Motorcycle Rights Organizations, our Sustaining Organizations and Sustaining Motorcycle Clubs, and our Members.

This year we saw the highest participation and the most Congressional Offices visited in a single day by motorcyclists at our national biker lobby day in Washington D.C. during the MRF's Bikers Inside the Beltway event.

We realized another first during our successful Best of the West Conference as the Southern Nevada Confederation of Clubs hosted the event. Furthering on that theme, the MRF Board of Directors voted unanimously to add a Motorcycle Club representative to our Board in September. A nomination for Still Ray Fitzgerald to fill this new position came out of the Sustaining Motorcycle Club meeting. We expect to seat him during the upcoming

January 5th Board meeting. These impactful changes couldn't occur without the highly valued input and direction from our sustaining partners for which we remain very grateful, as we have through our long history.

ABATE of Georgia (Beast of the East) and the Concerned Bikers Association/ABATE of North Carolina (Meeting of the Minds) significantly contributed to our cause by hosting excellent conferences for the MRF in 2012. And I feel it is necessary to include a genuine nod of appreciation for the HEARTLAND STEAM SMRO's hosting their 23rd Annual Conference as a fundraiser for the MRF.

Importantly, the MRF had its highest participation ever by voting State Motorcyclists Rights Organizations at our Legislative Strategy session during our Meeting of the Minds Conference. The voting resulted in a very clear and very strong agenda to unite and direct our work. It can be reviewed on our website at www.mrf.org.

Additionally, we have seen a significant

growth in membership since our Meeting of the Minds Conference. As we know membership is the pipeline to the motorcyclist rights community and the source of roughly half of the MRF's operating funds. I would like to take a moment to thank ABATE of WI as they have almost completed their second round of offering and funding 100 new MRF memberships

to first time ABATE of WI members. What a perfect way to get motorcyclists involved. We have learned over the years the more involved a motorcyclist is the more effectively they can represent our work.

We have also seen the highest number of non-MOTM do-

nations from State Motorcyclists Rights Organizations come in since we called for donations to fund the Vaughn EPA study in 2002. This is how we can maintain our office in Washington D.C. The office is a few blocks from the United States Capitol and employs two of the finest people we could imagine, our Office Manager and our Vice President of Government Relations and Public Affairs. I would also like to thank ABATE of Indiana for their immediate response to fund a MRF Board member from another state when the opportunity was revealed. It is a good time

to again thank all of our partners that fund the travel and expenses of MRF Board members; it would be very difficult to operate without this funding.

A final congratulations to all of our 2012 MRF Award winners and MRF Champions. It is through these efforts, contributions and careers that we can accomplish what we do to protect and enhance motorcycling and our lifestyle in our nation's capitol. These can also be seen on our MRF website, 2012 MRF Awards .

Lastly, I would like to thank the leadership of our sustaining organizations for communicating the importance and relevance of the work we do in Washington D.C. For the number of highly engaged MRF State Representatives and Assistants that act as our boots on the ground and our membership that goes the extra mile repeatedly. For me personally, I am extremely appreciative for the diversity, dedication, expertise, and passion that our Board of Directors brings to the table every day.

When adding all this up, it is clear that together we all Ride with the Leaders™. The MRF Board of Directors would like to sincerely thank you for your impactful contributions as we close out 2012 and move into what I am sure will prove to be an exciting 2013. I am confident through your demonstrated "engagement through participation", we are ready for the challenges ahead that are facing our nation of motorcyclists.



MORE RIOT ON THE RIVER 2012



MAKING A DIFFERENCE-ACMC 1ST ANNUAL STATEWIDE TOY RUN SURPASSES ALL EXPECTATIONS



at 1825 W Bell Road (SE Corner of 19th Ave/Bell Rd) Phoenix, AZ 85023 from 8am until 11am. The riders and their passengers came bearing toys and gifts for boys and girls—from babies to toddlers, preschoolers to school age and adolescents to teens. Something for all ages and everything put in the truck was given with a smile, love and compassion to help out Andrea's Closet for Children in Need throughout Arizona.

One thing in common, everyone was excited, happy, and feeling good about this selfless act of LOVE and CHARITY. It was phenomenal to say the least.

Motorcycle Clubs, Riding Groups, Associations, Sport Bike Clubs/Groups, Motorcycle Rights Organizations and Independents came. Some went inside WalMart to buy and then came outside to put them into the truck. Others rode in with bags hanging on their handlebars or being held by their passengers and dropped off their toys directly to the truck. Some bikers came and gave monetary donations. The WalMart Executives were

outside the store entrance to show their support and answer many of the questions from their customers who wanted to know what was going on. There were some customers who went inside Walmart, bought gifts for the children and came out to give to the cause. One woman (anonymously) had 2 carts of toys for the children. So incredible and very much appreciated by all involved. The WalMart Executives were impressed with the turnout and stated they wanted to do more next year. They had some plans already in the making to assist in having an even better event.

came to Roadrunner Steakhouse to drop off more toys and savor the good feelings of doing something special for children during the Holidays. Andrea's Closet for Children in Need was at the Roadrunner to take the toys and distribute them throughout the state. They thanked the ACMC and its Members for their generosity and efforts.

The ACMC Board would like to thank The Hooligans MC for their leadership and organization of this event and the Associate Clubs that helped assist in this endeavor. To ALL the ACMC Member Clubs, Associates, Supporters, Guests, MROs, and Independents----THANK YOU FOR YOUR PARTICIPATION in the ACMC 1st Annual Statewide Toy Run. SAVE this date-Dec 15th 2013 for the 2nd Annual Statewide

On Dec 9th, 2012, Arizona Confederation of Motorcycle Clubs, Inc (ACMC) hosted its 1st Annual Statewide Toy Run. Over 70 Member Clubs, Associates, Supporters, Guests and Friends of the ACMC within this Biker Community had an opportunity to participate and help out children in need. Hundreds of bikes rolled into the Phoenix Walmart Super Center Store 2512



MMA CASA GRANDE BIKER BEACH RODEO 2012



LOOKING BACK: BEST OF THE WEST 2012



WHERE DID THE MRF COME FROM

- Concept was created in a garage in Granger, Indiana by Michael "Balls" Farabaugh, Debbie Farabaugh, and Wanda Hummel
- They saw a need for motorcyclists rights group to come together and talk
- Out of this came the 1st Meeting of the Minds
- Meeting of the Minds remained the focus for the next 3 years



LOOKING BACK: BEST OF THE WEST 2012



**DESERT DEMONS
SUPPORTS THE
ARIZONA CONFEDERATION OF
CLUBS**

DEVILS OWN MC
SUPPORT THE ACMC AND ITS FIGHT AGAINST
DISCRIMINATION OF ARIZONA BIKERS.
SUPPORT EQUAL RIGHTS FOR BIKERS.
TEMPE

What's Being Said About Fusion Centers

"I want to talk to you about fusion centers. ...I've seen the information sharing that they do, and I've been impressed."
—Senator Susan Collins, Ten Years After 9/11: Are We Safer?, September 13, 2011

"The level of cooperation among all levels of government is higher than ever. There are now 105 Joint Terrorism Task Forces throughout the nation, and 72 fusion centers in which federal, state, local authorities investigate terrorism leads and share information. State and local officials have a far greater understanding not only of threats and how to respond to them, but also of their communities and those who may be at risk of radicalization."
—National Security Preparedness Group's Tenth Anniversary Report Card: The Status of the 9/11 Commission Recommendations

"Fusion centers, which I think are a great step forward, something that didn't exist 10 years ago and there are now some 72 of them. And very candidly, some are much better than others. I've visited some that I think are extremely capable. There is a federal nexus to ensure that appropriately designated information is shared quickly with state and local officials."
—Director of National Intelligence James Clapper, House and Senate Select Intelligence Committees' Joint Hearing on the Threats Against the United States Since September 11, 2001, September 13, 2011

"A sustained federal partnership with state and major urban area fusion centers is critical to the safety of our nation, and therefore a national priority."
—National Strategy for Information Sharing (2007)

"The capabilities and resources of state, local, and tribal entities serve as a powerful force multiplier for the federal government's counterterrorism efforts."
—National Strategy for Counterterrorism (2011)

"We will continue to integrate and leverage state and major urban area fusion centers that have the capability to share classified information; establish a nationwide framework for reporting suspicious activity; and implement an integrated approach to our counterterrorism information systems."
—National Security Strategy (2010)

"We must support local capabilities and programs to address problems of national concern. While the demographics of communities and the priorities of local government, communities, and law enforcement vary, our efforts to prevent radicalization to violence and terrorist recruitment must harness the knowledge, expertise, and relationships of local actors."
—National Strategy on Empowering Local Partners to Prevent Violent Extremism in the United States (2011)

"State and major urban area fusion centers... serve as the primary focal points within the state and local environment for the receipt and sharing of terrorism-related information."
—National Background Graphic Information Sharing (2007)





What's Being Said About Fusion Centers

"Fusion centers act as the local repository for information and intelligence development, linking state and local law enforcement with their federal counterparts. Their continued development remains integral to the process of protecting the homeland."
—Heritage Foundation's "Changing Today's Law Enforcement Culture to Face 21st Century Threats"

"We now have the 72 fusion centers. We've moved our own analysts into the fusion centers themselves so that they can help not only with the gathering and receipt of information but with the analysis of information. And that itself is helpful. If you look at Zazi and you look at Faisal Shahzad and you look at Pauline-Ramirez, who was connected with Jihad Jane, in all of those cases you would see fusion center activity that was very, very helpful. And indeed, these past three days and ongoing, with the ongoing threat that has been described to you, fusion centers are active in that as well."
—The Honorable Janet Napolitano, Secretary, U.S. Department of Homeland Security, Ten Years After 9/11: Are We Safer?, September 13, 2011

"In the United States, local law enforcement is not the only line of defense against terrorism, but given its ability to detect threats within our communities and its first responder function—it is often both the first and the last line."
—George Washington Homeland Security Policy Institute's Counterterrorism Intelligence: Law Enforcement Perspectives

"In close cooperation with FIGs and JTFs, fusion centers represent a foundation upon which to build a strong Homeland Security Intelligence Enterprise."
—Intelligence and National Security Alliance's "Intelligence to Protect the Homeland...Taking Stock Ten Years Later and Looking Ahead"

"Leaders of intelligence sections of major U.S. police departments believe there is a critical need for increased analytic capability at the local, state, and federal levels."
—George Washington Homeland Security Policy Institute's Counterterrorism Intelligence: Law Enforcement Perspectives

"It is essential that fusion centers focus their efforts on existing all-crimes and criminal intelligence activities to leverage existing information, skills, knowledge, and expertise."
—Intelligence and National Security Alliance's "Intelligence to Protect the Homeland...Taking Stock Ten Years Later and Looking Ahead"

"We have 72 fusion centers around the country...I think they represent probably the best hope for giving you the kind of response you want on unity of effort in any given crisis."
—The Honorable Lee Hamilton, Former Vice Chairman, National Commission on Terrorist Attacks Upon the United States, Hearing on the Attacks of September 11th: Where Are We Today? September 8, 2011

"[We] must reach beyond the capabilities of the federal government and the intelligence community to identify and warn about impending plots that could impact the homeland, particularly when the individuals responsible for the threats operate within the United States and do not travel or communicate with others overseas."
—Intelligence and National Security Alliance's "Intelligence to Protect the Homeland...Taking Stock Ten Years Later and Looking Ahead"



MEETING OF THE MINDS 2012



Southern Arizona Harley Riders MC
SUPPORT
The Confederation Of Motorcycle Clubs
Effort to Fight for Biker's Rights and Freedoms!

SURVIVORS CLEAN AND SOBER MC

**SUPPORT ALL THE EFFORTS OF
THE ACMC**

NIGHTRIDERS MC

Supports the Arizona
Confederation of Motorcycle
Clubs and it's efforts in the
Biker Community.



**Tinnners MC Supports the ACMC
And all its Members. Standing along side my brothers
and sisters in unity and strength.**



As a resident of Arizona, you and your family have access to a statewide Prescription Assistance Program (PAP). Create and print your **FREE** discount prescription drug card below. This card will provide you with Rx medication **savings of up to 75%** at more than 56,000 pharmacies across the country including **Safeway, Bashas, CVS/pharmacy, Target, Food City, Frys, Kmart, Osco, Walgreens**, and many more. You can create as many cards as you need. We encourage you to give cards to friends and family members. **This card is pre-activated and can be used immediately!**

Low Price Guarantee

This program has *lowest price logic* to guarantee that you get the best deal on your prescriptions (you pay the lower of a discount off Average Wholesale Price-AWP, discount off MAC Pricing, or Pharmacy Promotional/Retail price). Go to: <http://www.arizonarxcard.com/index.php> To get your card immediately on site.

BROTHERS BEHIND BARS NEWSLETTER

An Idea Whose Time Has Come... Editor: Mike SOS MC Retired

Editor's Note: It is too hard to keep up with counts, But for your info here are the Clubs that are getting the Brothers Behind Bars Newsletter (69 Clubs) in Prison:

Avengers, Bandidos, Banshees, Barons, Black Pistons, Boozefighters, BPM, Breed, Brother Speed, Brothers Of Wheels, Damned Deacon, D.C. Eagles, Death Squad, Derelicts, Devils Diciples, Diablos, El Forastero, Finks, Fly-In-Wheels, Forsaken Few, Free Souls, Galloping Goose, Ghost Riders, Grim Reapers, Gypsy Joker, Hells Angels, Hells Outcasts, Hermanos, Hessians, Hidalgo's, Highwaymen, In Country Vietnam, Iron Coffins, Iron Horsemen, Invaders, Iron Wings, Iron Mustangs, Legion Of Doom, Liberty Riders, Long Riders, Misfits, Mohawk Valley Riders, Mongols, Motopsychoz, Nomads, Outlaws, Pagan's, Phantom's, Pharoahs, Reapers, Renegades, Sadistics, Satans Soldiers, Scorpions, Set Free Soldiers, Sin City Diciples, Sons of Legion, Sons Of Silence, Sovereign, Sundowners, Thunderbirds, Unforgiven, Vagos, Vietnam Vets / Legacy Vets, Y-Rohirrin, Warlocks Pa, Warlocks, Winos Crew And Wheels Of Soul... With newsletters going to Australia, Canada, England, France, Finland, Germany, Norway,

Sweden, & Wales.

Confederation of Clubs - Goals: A Coming Together Goals: http://www.aimn.com/coc/coc_goals.htm

1. Bring the Patch holders Together...

a) Communication between clubs.

b) A judicial coming together (not legislative) to protect our rights through the courts.

2. Fight Police Harassment & Discrimination...

a) Introduce anti-discrimination legislation, similar to the Unruh Act in California, in Confederation States that presently leave Bikers unprotected; A.I.M. attorney to work with state Motorcycle Rights Organization on new laws. A.I.M. attorney to work with state MROs on new laws.

b) Form delegation of patch holders & other affected bikers, that together with their local A.I.M. attorney, present police harassment grievances to the police chief and/or civic entity responsible.

c) Discriminatory establishments notified by the A.I.M. attorney that suit will be filed if they don't cease & desist.

3. Proclamation of Intent...

a) Working with local state MRO on leg-

islative matters (ie. helmet issues, anti-biker discrimination, etc).

b) Working with the National Coalition of Motorcyclists on National & Federal matters: (ie. helmet issues, federal Gang Bill, etc).

c) Support Aid to Injured Motorcyclists by introducing the A.I.M. numbered card (Special card only for patch holders) & program to the members & allowing A.I.M. to set up at events.

January 23rd – The Most Important Day of the Year for Minnesota Motorcyclists – Nov 2012 – Minnesota – By ABATE of Minnesota; www.ABATEMN.org

ABATE of Minnesota's 10th annual Bikerday at the Minnesota State Capitol will be held on Wednesday, January 23, 2012. If you are attending Bikerday, be sure to register before January 11th. By registering, ABATE volunteers will provide you with Bikerday talking points when you arrive at the Capitol & also arrange for you to meet with your

State Senator & Representative. Bus transportation is provided from around the state. By the busload & individually, A.B.A.T.E. members, clubbers, motorcycle groups & independent riders will walk into the Capitol to make sure their voice is heard. Your

presence is crucial to protect your rights & safety as a Minnesota motorcyclist.

- Together, we will maintain your right to wear or not wear a helmet while riding.

- Increase penalties for those who cause harm by driving negligently.

- Improve the safety of all Minnesota motorcyclists.

On Jan 23, 2012, from 8:15 to 9:15 am, we will assemble in the Minnesota State Capitol Great Hall. This area is on the ground floor below the Rotunda (Walk up the front steps & take the elevator or steps one floor down.) you will receive a packet containing talking points on the legislative agenda & the time & room number for meeting with your Senator & Representative or staff. At 9:15am we will move to the Capitol Rotunda to hear from many key people in Minnesota politics. Last session there was a helmet bill introduced. Many of the sponsors of that bill are still in the legislature & will be hoping to persuade their colleagues to support helmet bill language. A strong showing at Bikerday will go a long way to beat back those who oppose our helmet choice stance. Bikerday at the Capitol would not be possible without the many contributions made by

individuals & groups

Bikers suing police – Nov 24, 2012 – Arizona – By Eric Betz;

<http://AZDailySun.com> The Sons of Hell MC is suing area law enforcement agencies over their response to a doublemurder-suicide at a motorcycle rally at Mormon Lake 2 summers ago. The club was illegally targeted so that law enforcement could obtain information about what they saw as an "outlaw motorcycle gang," the plaintiffs say in the suit, which was filed in U.S. District Court earlier this month. The Sons of Hell are now seeking monetary damages & demanding policy changes from the Coconino County Sher-

iff's Office & the Arizona Dept of Public Safety. Members claim that officers violated their constitutional rights to due process, free association & unlawful detention. The club also cites a law that prevents discrimination in public places. Deputies assigned to the 2,000-person Too Broke for Sturgis rally heard what sounded like gunshots at about 11:20 p.m. on July 23, 2011. A flood of calls immediately came into the 911 system advising dispatchers of a shooting at the campground with multiple victims. Investigators found 2 women who had been sitting in chairs outside a camper when they were




Join Concerned Bikers Association/ABATE of North Carolina in welcoming the **28th Annual Meeting of the Minds** to Durham, North Carolina September 20-23, 2012

Sheraton Imperial Hotel, 4700 Emperor Blvd, Durham, NC 27703
Call 919-941-5050 or 800-325-3535 for reservations (\$99 room). Cut-off date: August 19, 2012
(Room amenities: hair dryer, iron, complimentary room Internet)

Conference Information: Pre-registration for conference through the MRF, 236 Massachusetts Ave. NE, Suite 510, Washington, DC 20002. Pre-registration (must be received by Aug. 19th): \$70.00 Current, Individual member / \$80.00 Non-MRF member. Registration rate after Aug. 19th: \$80.00 Current, Individual member / \$90.00 Non-MRF member. Registration includes all workshops, workshop materials, and Saturday banquet. Registration questions call the MRF at 202-546-0983 or Carol Downs at 303-204-6939, downs@mrf.org.

Hosted by Concerned Bikers Association/ABATE of North Carolina – www.cba-abatenc.org

SHAKE THE GROUND ONE MORE TIME.

Transcend the traditional funeral with a fitting MOTORCYCLE HEARSE send-off that celebrates individualism and living life to the fullest.



NEVER FORGOTTEN

Boot Hill Hearse offers a unique funeral transportation service to individuals, families and funeral homes.

The last ride in our Harley Hearse is a fitting tribute to men and women who have served their country, police officers, firemen, motorcycle club members, weekend warriors or anyone who deserves a unique tribute that reflects their spirit and leaves an indelible memory. Go out like a lion — *Shake the ground one more time.*

520-762-9342

Call for more information or to find out how to include Boot Hill Hearse in your estate planning & final wishes



BOOT HILL HEARSE COMPANY
Vail, Arizona

www.boothillhearse.com

BROTHERS BEHIND BARS NEWSLETTER CONTINUED

shot, according to officials. One man was found shot several times. The other man was found dead on the ground with a handgun near his hand. The shooting drew a heavy police response, with officers from the sheriff's office, the Dept of Public Safety, the area anti-gang task force, & the Flagstaff P.D. Investigators quickly determined that Christian Tejada got into an argument with his wife Desiree Tejada over having guests over for dinner in the Too Broke for Sturgis campgrounds. He shot & injured his wife & then turned the gun on their 2 guests, Edgar & Trina Atzin, killing the couple. Desiree Tejada survived being shot 6 times. The suit accuses officers of entering the Sons of Hell campground under the

premise of investigating the murders so that a gang task force group could obtain information about the club for electronic "criminal street gang" databases. The plaintiffs say that club members, their spouses & families -- some of whom were in their underwear -- were forced from their tents & motor homes at gunpoint. The bikers claim they were held & interrogated for 3 hours on false information provided by a reportedly drunk rallygoer before being released. The group also claims that law enforcement was acting prejudicially on the belief that the group is an "outlaw motorcycle gang" with ties to the Hells Angels. The suit specifically names not only the agencies but also the officers

themselves as well as their spouses. A spokesperson for the Coconino County Sheriff's Office acknowledged the lawsuit, but said that the agency could not comment on ongoing litigation.

Arizona – By AP; www.MohaveDailyNews.com

A motorcycle club claims that Arizona's state police & the Coconino County Sheriff's Office violated their civil rights after they were rousted at gunpoint at a northern Arizona campsite where a man shot his wife & 2 others before killing himself. The Sons of Hell club & 15 of its Yuma-area members or their spouses filed a lawsuit against Dept of Public Safety officers & sheriff's deputies, claiming they were targeted following the July 22, 2011, shooting. They say they weren't involved in the shooting but the officers

were trying to collect information for a criminal street gang database. The motorcycle club members were among hundreds of bikers gathered at the Mormon Lake Lodge Campground when the shooting happened. Officers from the sheriff's office, the Dept of Public Safety, the area anti-gang task force, & the Flagstaff P.D. quickly responded. The club was camped in an area away from the shooting, & the suit alleges a drunken camper pointed to

the motorcycle club as possibly being involved. The suit says officers quickly discounted the story but went ahead & entered their camp, awakening its members, their wives, girlfriends & family members at gunpoint. They were held for 3 hours even through officers knew they weren't involved, according to the lawsuit. A sheriff's spokesman declined to comment to The Arizona Daily Sun. DPS spokesman Bart Graves said Saturday the agency had no comment. The club & its members filed an amended version of their suit in U.S. District Court earlier this month. They are seeking costs, possible cash compensation, & orders preventing state police & the sheriff's office from targeting motorcyclists because they belong to a club.

Can Americans Secretly Record Police And Do Officers Have An Expectation Of Privacy? - Nov. 26, 2012 - Washington, D.C. – By www.abanow.org

Smartphones & other technology have vastly expanded the number of videotaped police actions, & recent case law has protected a citizen's right to openly record under the First Amendment. A teleconference on Tuesday, Dec. 4, will explore whether secret recording is permissible & whether police officers have an expectation of privacy during these encounters. The panel discussion, sponsored by the American Bar Association Gov't & Public Sector Lawyers Division, will examine recent case law as well as wiretapping laws around the country. Panelists will also explain what activities are & are not protected under the First Amendment.

Supreme Court Confirms Citizens Right to Film Police – Nov

28, 2012 – U.S.A. - By Martha Neil, ABA Journal; <http://ReaderSupportedNews.org>

The U.S. Supreme Court has refused to review a Fed appeals court decision finding it

unconstitutional to enforce an Illinois state law that makes it a felony to videotape police officers working in public if a microphone is turned on. The law had been challenged by the American Civil Liberties Union, & a divided panel of the Chicago-based 7th U.S. Circuit Court of Appeals agreed earlier this year that it "restricts far more speech than necessary to protect legitimate privacy interests" and, "as applied to the facts alleged here, it likely violates the First Amendment's free speech & freepress guarantees," as Judge Diane Sykes explained in the majority opinion. On Monday, the nation's top court declined to hear the state's appeal, leaving the 7th Circuit ruling in force, the Chicago Tribune reports. Meanwhile, a number of citizens throughout the country say they have been charged with a crime

(often obstruction) while recording police on the job. A Massachusetts man is facing a wiretapping case after allegedly posting a video on YouTube that shows him instructing a female passenger how to use an electronic device to record a traffic stop by Shrewsbury police. Irving Espinosa-Rodrigue, 26, is scheduled for a pretrial hearing in January, reports the Shrewsbury Daily Voice. Among other accounts of such incidents recently posted on the Photography Is Not a Crime site, Daniel J. Saulmon tells PINAC that he spent several days in jail earlier this month after being arrested in Hawthorne, Calif., while filming police on a public street. He faced an obstruction case, but says the charges against him have been dropped. A spokesman for the police Dept wasn't immediately available to respond to a Monday afternoon request for comment from the ABA Journal. For those who want to know more about the legal issues involved in such cases, the American Bar Association Gov't & Public Sector Lawyers Division is hosting a Dec. 4 teleconference called Videotaping Police, Wiretapping Laws & the First Amendment.

Supreme Court rejects plea to ban taping of police – Nov 26, 2012 – Illinois – By Jason Meisner; www.ChicagoTribune.com

The U.S. Supreme Court on Monday declined to hear an appeal of a controversial Illinois law prohibiting people from recording police officers on the job. By passing on the issue, the justices left in place a Fed appeals court ruling that found that the state's

anti-eavesdropping law violates free-speech rights when used against people who audiotape police officers. A temporary injunction issued after that June ruling effectively bars Cook County State's Attorney Anita Alvarez from prosecuting anyone under the current statute. On Monday, the American Civil Liberties Union, which brought the lawsuit against Alvarez, asked a Fed judge hearing the case to make the injunction permanent, said Harvey Grossman, legal director of the ACLU of Illinois. Grossman said he expected that a permanent injunction would set a precedent across Illinois that effectively cripples enforcement of the law. Alvarez's office will be given a deadline to respond to the ACLU request, but on Monday, Sally Daly, a spokeswoman for Alvarez, said a high court ruling in the case could have provided "prosecutors across Illinois with legal clarification & guidance with respect to the constitutionality & enforcement" of the statute. Illinois' eavesdropping law is one of the harshest in the country, making audio recording of a law enforcement officer — even while on duty & in public — a felony punishable by up to 15 years in prison. Public debate over the law had

been simmering since last year. In August 2011, a Cook County jury acquitted a woman who had been charged with recording Chicago police internal affairs investigators she believed were trying to dissuade her from filing a sexual harassment complaint against a patrol officer. Judges in Cook & Crawford counties later declared the law unconstitutional, & the McLean County state's attorney cited flaws in the law when he dropped charges in February against a man accused of recording an officer during a traffic stop. Alvarez argued that allowing the recording of police would discourage civilians from speaking candidly to officers & could cause problems securing crime scenes or conducting sensitive investigations. But a Fed appeals panel ruled that the law "restricts far more speech than necessary to protect legitimate privacy interests." Chicago police Superintendent Garry McCarthy has said he would favor a change allowing citizens to tape the police & vice versa. Meanwhile, several efforts to amend the statute in Springfield have stalled in committee amid heavy lobbying from law enforcement groups in favor of the current law.

Motorcyclists want to see law strengthened – Dec 3, 2012 – New York – By Don Lehman; <http://PostStar.com>

Hank McGrath has seen it way too often. A motorcyclist is killed by the act of a neglectful driver, but police issue nothing more than traffic tickets to the person who was at fault. The deaths of 2 Washington County residents last June were among the more

recent examples, & McGrath -- founder of American Biker Culture Center & Bikers Against Discrimination -- is hopeful that the local case can help lead to a change in state laws. McGrath & his supporters are lobbying state legislators for introduction of a bill that will toughen law. He said they plan to name it the Susee/Waite bill after Steven L. Susee, 24, of Salem & Shirley A. Waite, 19, of Jackson, who died June 9 when a car turned into the path of the motorcycle they were riding on Route 22 in White Creek. The driver of the car, Jeanmarie E. Reid, 49, of Burlington, Vt., was ticketed for failure to yield the right of way but no criminal charges were filed. She was convicted & is awaiting sentencing in White Creek Town Court. Under state law, for a driver's actions to rise to the level of criminal negligence or higher to justify criminal charges after a fatal crash, they must have committed several errors or traffic violations. In Reid's case, State Police found she turned into the bike's path, but did not commit any other traffic violations. McGrath said he & his group believes the law unfairly discriminates against

motorcyclists in these sort of situations.

BROTHERS BEHIND BARS NEWSLETTER *CONTINUED*

He said they are advocating for a change to the reckless endangerment statutes so that they cover situations where those in cars don't pay proper attention & injure motorcyclists, & also may propose the creation of new laws to better protect motorcyclists. (Queensbury resident Mike Willig is part of the organization). He said the organization is working with attorneys, hopes to get the support of the New York District Attorneys Association & State Police & has spoken legislators who are willing to introduce bills on their behalf in the upcoming legislative session. McGrath said he has seen many accidents over the years where motorcyclists died because of car driver inattention or error, but the victims' families get the same message that the Susee & Waite families got about criminal culpability. "The approach is always different when it comes to motorcycles," McGrath said. "Something has to change & for it to be in their (Susee's & Waite's) legacy would be great." McGrath

& the group that is working to change the law recently met with a friend of the victims' families, Judith Loebel, to discuss the issues & the progress toward the law change. Loebel's son was a friend of Susee's. She said the victims' families were devastated by the deaths & the pain was compounded by the fact that the driver who was responsible for them was issued just a traffic ticket. "The law needs to be changed," she said. "I don't think people realize how weak these laws are. Change is way overdue."

Another Fed Gov't Agency Gets it Wrong, Again. – Dec 3, 2012 – U.S.A. By MRF

The U.S. Gov't Accountability Office recently issued a report on the motorcycle safety grants known as the Section 2010 motorcycle safety grant program. The program has been wildly successful at infusing much needed financial resources directly into the motorcycle safety community. The Motorcycle Riders Foundation was instrumental in getting the grant program set up & running. Currently the money, over \$45 million over the past 6 years, can only be used for educational purposes. Those can be anything from paying instructors, buying new training bikes & equipment, to public education efforts such as "look twice" campaigns. What the GAO is suggesting is that congress change the language so that the monies can be used for other purposes, such as helmet use campaigns. The MRF does not agree with this. The original intent of congress with the grant program was to reduce fatalities through crash avoidance techniques, not through safer crashing, as the GAO believes we should. The GAO estimates are just that, a guess. The fact is that the GAO did not really do any new studies or research. They simply

recycled the same tired talking points that are used by any number of Gov't or quasi Gov't groups. This isn't the first time motorcyclists have been painted in a bad light, calling us a social burden on America's health care system. The MRF disagrees with that. Critics & the uninformed believe that motorcyclists, helmeted or not, account for a super majority of health care costs, from trauma room to long-term care. The problem is that's just not true. There are not a lot of studies on social burden, but more than enough to soundly & logically deflate the social burden myth around motorcyclists. The Journal of American Medicine, one of the most respected of all medical publications, published the

findings of a 1988 study on the subject of the public costs of motorcycle related injury at a specific Seattle, WA hospital. The results clearly showed that of all costs to sort out a motorcycle injured patient, 63.4% of the bill was paid out with taxpayer dollars. That's an astoundingly high cost, no question, but what the study goes on to say is that the public cost of any injury at that same Seattle treatment center was 67%, 3.6% higher. Statistical dead heat. There is also a little more to that story because the public cost of health care is about 45% currently, & was significantly less than that in the mid-eighties when the study was conducted. The facility used for the study was Harborview, a division of the University of Washington, & one of the largest & state-of-the-art facilities in the Seattle region. Because of that the facility sees most of the worst-case scenarios routinely. A similar study done by the University of North Carolina also found that there was no statistical difference in public cost to treat motorcycle related injury over any other type of injury. It's also important to keep things in perspective. Last year the public share of motorcycle related injuries were 0.001% of the entire public health care cost.

Debunking the CDC Report – Dec 3, 2012 – Minnesota – By ABATE of MN (American Bikers for Awareness, Training & Education)

Recently the Centers for Disease Control - specifically their National Center for Injury Prevention & Control, Division of Unintentional Injury Prevention -- presented a study

on motorcycle safety. The study is a collection of conclusions based on past studies & old statistics, some of which seem to be drawn from thin air. Likewise, certain legislators & public safety groups in Minnesota pushed in 2012 for passage of a modified helmet use bill that would require Minnesota motorcyclists to wear a helmet unless they purchased additional (and expensive) insurance. (These same forces have indicated that they will be seeking passage of this bill again in the

2013 legislative session.) ABATE of MN is always concerned about motorcycle safety, & our sympathies go out to the families of those who have died in motorcycle-related crashes. But to understand the truth behind the CDC's study & this attempt to pass a modified helmet law here in Minnesota, consider these points & you'll quickly realize how flawed their arguments really are:

- The CDC uses the same tired, worn-out examples again & again. They cite a Florida study that said fatalities increased 63.4% from 2000-2009, which while true, like every other instance of using this statistic they fail to mention that motorcycle registrations increased over 100% during the same time frame. Jeff Hennie, V.P. of Gov't Relations & Public Affairs for the Motorcycle Riders Foundation

- The CDC makes no mention of rider education, the best way to prevent crashes. Take New Hampshire for example, according to Robert LeTourneau, New Hampshire State Official Motorcycle Education Specialist, they have had 15 fatal motorcycle accidents of riders who took the class since 1990. That's out of over 44,000 students trained in the same time period & .034% of fatal motorcycle accidents. All with no mandatory helmet law. Jeff Hennie, MRF

- Motorcycle fatalities in Minnesota are down 7% compared to 2010. In 2011, 42 people died in motorcycle crashes compared to 96 deaths in 1981. In that year there were 166,151 registered motorcycle operators. Last year there were 398,092 registered operators. So despite the fact that the number of registered motorcycle operators has more than doubled, the number of deaths has dropped by more than half. 2011 Minn. Crash Facts

- In 1981 when the State of Minnesota began gathering data on crashes, the number of deaths per 10,000 registered motorcycles was 5.8. In 2011, the rate had plummeted to 1.8 deaths per 10,000 registered motorcycles. If what the CDC & other pro-helmet law groups claim were true, we would see the direct opposite, with the deaths per 10,000 going in the other direction. 2011 Minnesota Crash Facts

- The Virginia Coalition of Motorcyclists studied the effectiveness of Virginia's rider education program. They pulled 5 years worth of motorcycle crash statistics & with the help of the Division of Motor Vehicles broke down the crashes between graduates of Virginia's rider ed program they found that graduates were tremendously under-represented in those statistics. Further, there were 2 out of the 5 years in which none of the fatalities were rider ed graduates. Matt Danielson, McGrath & Danielson, Attorneys at Law, VA)

- Why does every state have an extensive drivers education program if education is not a proven safety measure? Matt Danielson, McGrath & Danielson, Attorneys at Law, VA

- The CDC reported that "People who do not wear helmets are more likely to be killed in a crash. 41% of m/c operators & 51% of m/c passengers who died in 2008 were not wearing a helmet." Doesn't that mean that 59% of m/c operators & 49% of m/c passengers who died in 2008 were wearing helmets?

- The CDC uses the National Highway Transportation Safety Administration's (NHTSA) 1997 base year for motorcycle fatalities, which was also the lowest point of motorcycle fatalities over the past 30 years. In 1997, there were 2,116 fatalities for 3,826,000 motorcycles registered, or 0.055% of the motorcyclists were killed. In 2010, there were 4,502 fatalities for 8,368,000 motorcycles registered, or 0.053% of the motorcyclists were killed. The fatality rate was lower in 2010, but the CDC forgot to mention that. Jeff Hennie, MRF

- In May of 2011 the CDC issued a study on traumatic brain injury related deaths from 1997-2007. According to that study, the fatality rate due to traumatic brain injuries for motorcycles was 14,972 per every 100,000 members of the total population. The number for occupants enclosed in motor vehicles was 87,510 per every 100,000 members of the total population. Yes, there are more auto drivers than m/c riders, but a head injury is a head injury & the cost of one is no greater than the other.

- The CDC claims that the U.S. would have saved 1.3 billion dollars if all motorcyclists wore helmets in 2008. Since the number of brain injury deaths is almost 6 times higher in

automobiles that would mean a helmet law for automobiles would have saved 7.8 billion in 2008.

- In the United States in 2000, the leading causes of death were: Tobacco: 435,000, or 18% of total deaths Poor diet: 400,000, or 16.6% of total deaths Alcohol consumption: 85,000, or 3.5% Microbial agents: 75,000 Toxic agents: 55,000 Motor Vehicle crashes: 43,000 Incidents involving firearms: 29,000

If they make riding without a helmet illegal, what will they make illegal next?

- The CDC makes the argument that forcing all motorcyclists to wear helmets would save money. If this is true, then states that allow freedom of choice would have higher motor vehicle insurance rates. According to Insure.com, the top 5 most expensive jurisdictions for motor vehicle insurance in 2012 were Louisiana, OK,

BROTHERS BEHIND BARS NEWSLETTER CONTINUED

Mich, W.V., & D.C. Out of that list, only OK was helmet choice at the time. The 5 cheapest states were Maine, Iowa, Wisconsin, Idaho, & N.C., & of those states only North Carolina requires all riders to wear helmets.

Unhelmeted West Michigan bikers injured at higher rate, but crash data marred by questions – Dec 3, 2012 – Michigan – By Zane McMillin; www.MLive.com

Mike Olinger tries to avoid being hung up on safety arguments when debating Michigan's relatively new motorcycle helmet law because, he contends, there is no winning side. For Olinger, a Gun Lake resident & board member of the Michigan group that earlier this year secured a win in amending the state's motorcycle helmet mandate, personal freedom trumps all. "You can't win that safety argument one way or the other, but I can win the freedom argument," said Olinger, speaking as a board member of the Michigan chapter of American Bikers Aiming Toward Education, or ABATE. Still, analysis of Michigan State Police motorcycle crash statistics in a three-county West Michigan region for the 6 months following the changed law paints a daunting picture. The law, signed by Gov. Rick Snyder in April, allows motorcyclists aged 21 & older to forego wearing a helmet. The riders must have 2 years' riding experience or take a safety course, purchase an extra \$20,000 in insurance & carry the requisite motorcycle endorsement on their driver's license. MLive pored over crash data for Kent, Ottawa & Allegan counties, & concluded motorcyclists who do not wear helmets suffer incapacitating injury at a markedly higher rate than helmeted riders. The trend mirrors the findings of an MLive analysis conducted 3 months after the law was changed. Critics of the amended law point to MLive's findings as evidence Michigan lawmakers should have kept the law intact. The West Michigan figures mirror a statewide trend, which found

motorcyclists still overwhelmingly choose to wear helmets. Across the 3-county area, 352 crashes involving nearly 380 riders, drivers & passengers alike, were reported by police agencies between April 13 & Oct. 13 this year. Among MLive's findings

are unhelmeted motorcyclists suffered injury at higher rates, both incapacitating & otherwise, & had higher death rates. Unhelmeted motorcyclists also were more likely to be at-fault in a crash than those who wore helmets. The average age of all motorcyclists involved in crashes throughout West Michigan was around 42 years old. The average age of unhelmeted riders was the same. The findings, particularly the higher injury rates, were no surprise to West Michigan police agencies. "If you

were to run full force,

as hard as you can, into a cement wall with a helmet on, & then run full force, as fast as you could, into a cement wall with no helmet on, what's going to hurt worst?" asked Lt. Chris McIntire, commander of the Michigan State Police post in Rockford, north of Grand Rapids. Across the 3 counties, 267 motorcyclists involved in crashes wore helmets, & 85 did not, according to the state police data. Of those, 20% of unhelmeted riders suffered incapacitating injury, versus 16 percent of helmeted riders. Thirtyseven

percent of helmeted riders sustained non-incapacitating injuries, over 34 percent of helmeted riders. What's more, 4% of unhelmeted riders died of their injuries. Two percent of helmeted riders died, the data show. The issue is far more complex, though, than a data-laden spreadsheet can tell, critics & proponents of the new helmet law agreed. Reporting errors, for instance, can skew data, with some agencies faultily reporting whether a motorcyclist was wearing a seatbelt. Such data was not included in MLive's analysis. Elsewhere, Olinger & ABATE question the injury classifications used by police, who said they are the same for all injury-causing crashes, motorcycle or not. A motorist is either possibly injured or not injured, or they suffered an incapacitating or non-incapacitating injury. "I would bet they would find that most of the deaths are probably from blunt force trauma from the injury to your body, not head injury," Olinger said. Police conceded it would require a drilled-down analysis of crash reports to deduce the actual degree of injury suffered by a motorcyclist involved in a crash. Grand Rapids police Sgt. Allen Noles, who oversees traffic incidents, said an incapacitating injury, for

example, could be a broken leg or arm, or any harm that necessitates a trip to the hospital. It could be "I broke my finger & I need to go get it braced up," Noles said. "It could be all the way over to serious head injury & they didn't die. It's kind of hard to judge." That does not, however, detract from the fact that officers who weekly handled motorcycle crashes over the summer noticed higher rates of injury among unhelmeted riders, McIntire said. "If I don't educate the public to that point, then I'm being irresponsible as a police officer," he said. "I obviously have to respect that the law was repealed. But it's my job I think to educate the public as far as what they should or should not do." Olinger also pointed to arguments prior to the law's amendment that insurance rates would rise as a result of more debilitating injuries among motorcyclists. He dismissed such claims, noting the requirement that eligible motorcyclists purchase \$20,000 extra in insurance was the linchpin that ensured the law would change.

"Not one state that has amended their state law to allow adult choice for helmets, not one state has seen an increase in their insurance rates because of motorcycle injuries," Olinger claimed. "Not a single one." Even that argument, though, is awash with problems. Police are unable to determine at the scene of a crash whether a motorcyclist bears the \$20,000 addition, Noles said. With no surefire way to check, Noles said there is no telling whether that part of the law is effective. "I don't know what the possibilities are" to make the insurance & other reporting requirements more clear, Noles said. "It's tough to enforce."

Motorcyclists get shot with silicone to make custom earplugs – Dec 8, 2012 - California - By David Colker; www.LA-Times.com

At the Progressive International Motorcycle Show going on this weekend at the Long Beach Convention Center, there's an odd sight at a few booths: people with large plastic syringes in their ears, getting shot with globs of colorful silicone. It's not a new

body-modification fad, but instead the making of custom earplugs. Wearing ear protection while riding is important -- researchers have found that motorcyclists who don't wear some sort of earplugs while riding can suffer hearing loss. The problem is not so much engine noise, experts say, but rather the constant rush of wind across the ear, even under a full-face helmet. Disposable earplugs are widely available, but they're not very comfortable & are difficult to fit correctly in the ear. Also, they become ineffective after just a few uses. Custom-made silicone earplugs cost more, but if made correctly, they're far easier to use & can last years. Florida-based audiologist Marilyn Navia has been offering them for many years at motorcycle shows. She has 2 models for sale at the Long Beach show -- plain custom plugs for \$60 & custom plugs with embedded earphones for \$230. Norman Kajikawa, a dentist who lives in Walnut, wanted a set. And not just for protection. "I have a communication system in my helmet," he said as Navia prepared his ears for the process. "But I can't hear through the speakers." Navia pressed colored silicone into the back of a plastic syringe. She put the pointed end in Kajikawa's ear & pressed hard on the plunger, filling the outer canal with the stuff. She smoothed it over (any protruding silicone would press uncomfortably against the side of a close-fitting helmet) & moved on to the other ear. After letting the silicone sit in his ears for a few minutes to harden, she popped out the molds, which will be sent to a lab to have the earphones embedded. The plain plugs are polished on site & usually ready the same day.

Virginia Bikers Score Helmet Victory in Court:

A dozen motorcyclists convicted of violating Virginia's mandatory helmet law have had their convictions reversed by the state Court of Appeals, while 3 others had their helmet convictions affirmed by the court. All 15 defendants were wearing headgear of some kind when they attended the 2011 Virginia Beach Bike Classic, but police claimed the riders' helmets failed to meet the state's standards. Each of them was convicted in general district court & in circuit court, but on appeal the state acknowledged the lower courts were in error in 12 of those 15 cases. Virginia's helmet law, Code §46.2-910, requires helmets to meet any of 3 published standards but does not require any marks or labels to show compliance. Ten of the convictions addressed in *Bennett v. Commonwealth* were based solely on a lack of labeling, so those convictions were reversed. One rider wore what a trooper described as a "toy" helmet with a plastic chin strap held together with a key ring. The state argued the key ring flunked one published standard, but the court of appeals panel said the state failed to rule out compliance with the other standards, so that

conviction also was reversed. In 3 cases, the motorcyclists admitted to a trooper that they knew their headgear was not the real deal. One helmet even had a label identifying it as a "novelty helmet," not for road use. For those 3 riders, the trip to the Court of Appeals proved fruitless. Convictions affirmed. An admission of guilt, while always ill-advised, doesn't always equate to a conviction, however, as the 3-judge panel drew a fine line with one remaining defendant who told the trooper he knew he was wearing a novelty helmet -- but that statement alone was not enough to establish it failed to meet any of the safety standards, the court held. That biker's conviction was reversed, as reported in *Virginia Lawyers Weekly*

Traffic Fatalities Lowest Ever:

Deaths of bicyclists rose 8.7% & fatalities of occupants of large trucks swelled 20% last year even as total traffic fatalities dropped to their lowest level since 1949, the National Highway Traffic Safety Administration recently reported in an analysis of 2011 traffic deaths. Overall traffic fatalities dropped 1.9% to 32,367. The decline came as the

number of miles driven by motorists dropped by 1.2%. Last year also saw the lowest fatality rate ever recorded, with 1.10 deaths per 100 million vehicle miles traveled in 2011, down from 1.11 deaths per 100 million vehicle miles traveled in 2010. The

increase in bicycle deaths likely reflects

BROTHERS BEHIND BARS NEWSLETTER *CONTINUED*

more people riding bicycles to work & for pleasure as our culture begins moving toward healthier & greener modes of transportation, but the increase in deaths of

large-truck occupants is more puzzling though it may be due to more trucks returning to the road as the economy improves. Motorcycle deaths also rose 2.1%,

marking the 13th time in the last 14 years that motorcycle rider fatalities have risen, reflecting more than a decade of record sales levels & escalating registrations na-

tionwide.
(With permission to reprint)

SOBER RIDERS MC-INSPIRATION AND FELLOWSHIP EVERY NEW YEAR'S DAY

Happy New Year to everyone!! We hope that these pictures will inspire all riders to brave the elements and get out there and

RIDE. Our members and prospects come from every direction in and out of state, riding through snow, rain, freezing temps,

mixed with a dab of sunshine to converge in Gila Bend for lunch at the Space Age Cafe. The food is good and the fellowship

is what the Sober Riders do each January 1st to bring us together as ONE CLUB united for the beginning of the New Year.



MESSAGE OF APPRECIATION TO OUR MRF SUSTAINING PARTNERS AND MEMBERS

As we close our 28th year in operation, let's take a moment to reflect. Using a measure of "engagement through participation" I would say our motorcycle rights community and the MRF are running strong, straight and true. We are operating on all cylinders thanks to the direct involvement, in so many ways, of our Sustaining State Motorcycle Rights Organizations, our Sustaining Organizations and Sustaining Motorcycle Clubs, and our Members.

This year we saw the highest participation and the most Congressional Offices visited in a single day by motorcyclists at our national biker lobby day in Washington D.C. during the MRF's Bikers Inside the Beltway event.

We realized another first during our successful Best of the West Conference as the Southern Nevada Confederation of Clubs hosted the event. Furthering on that theme, the MRF Board of Directors voted unanimously to add a Motorcycle Club representative to our Board in September. A nomination for Still Ray Fitzgerald to fill this new position came out of the Sustaining Motorcycle Club meeting. We expect to seat him during the upcoming January 5th Board meeting. These impactful changes couldn't occur without the highly valued input and direction from our sustaining partners for which we remain very grateful, as we have through our long history.

ABATE of Georgia (Beast of the East)

and the Concerned Bikers Association/ABATE of North Carolina (Meeting of the Minds) significantly contributed to our cause by hosting excellent conferences for the MRF in 2012. And I feel it is necessary to include a genuine nod of appreciation for the HEARTLAND STEAM SMRO's hosting their 23rd Annual Conference as a fundraiser for the MRF.

Importantly, the MRF had its highest participation ever by voting State Motorcyclists Rights Organizations at our Legislative Strategy session during our Meeting of the Minds Conference. The voting resulted in a very clear and very strong agenda to unite and direct our work. It can be reviewed on our website at

www.mrf.org.

Additionally, we have seen a significant growth in membership since our Meeting of the Minds Conference. As we know membership is the pipeline to the motorcyclist rights community and the source of roughly half of the MRF's operating funds. I would like to take a moment to thank ABATE of WI as they have almost completed their second round of offering and funding 100 new MRF memberships to first time ABATE of WI members. What a perfect way to get motorcyclists involved. We have learned over the years the more involved a motorcyclist is the

continued page 46

A COMPREHENSIVE HISTORY OF BIKERS RIGHTS IN AMERICA

As Seen By Bill Bish

NATIONAL COALITION OF MOTORCYCLISTS

About 30 years ago, bikers across America got sick and tired of being told by a bunch of Washington bureaucrats and local politicians who'd never thrown a leg over a motorcycle what they HAD TO WEAR, how they HAD TO RIDE, and what our BIKES HAD TO BE BUILT LIKE!! And over the years, motorcyclists have organized themselves into a viable political force. We are one of the few TRUE grass roots movements in the country. Others may share an avocation, profession or recreation, but they don't share the passion. Bikers have succeeded in taking their passion and turning it into a movement...a "Freedom Movement," because we have the passion for freedom. Freedom is something we believe in, and that motorcycling is just one very enjoyable way to experience it. Well folks, that passion will always be inside you, each of you, the Harley, Honda, Yamaha, BMW or Triumph rider, from the doctor to the construction worker. And that motorcycle will remain an outlet for that passion...as long as we continue to bypass the barriers of appearance or ego and work together to preserve our right to ride. And that's what our movement is all about...a diverse bunch of people, most of us staunch individualists, but with one common denominator and a common goal...Freedom Of The Road. The kind of camaraderie that brought the first two motorcycle riders together to share a ride down a country lane is the same kind of camaraderie that formed our early motorcycle clubs and associations and, eventually, our motorcycle rights organizations. Motorcycle Rights Organizations (MRO's) as we now know them started developing in the early 70's, after the first national helmet effort caused almost every state to pass mandatory lid laws. Since then motorcyclists have never been strangers to political activism. In fact, early motorcycle riders were among the first special interest groups to lobby for better roads. At the turn of the 20th Century as Indian footpaths and trails became rough and rutted dirt roads, motorcycles served as a primary form of transportation, and motorcyclists became vocal about improving the road conditions. Later, riders were among the first groups to push for an interstate highway system. YOU HAVE TO KNOW WHERE YOU'VE BEEN TO KNOW WHERE YOU'RE GOING! My name is Bill Bish, and I'm the former Executive Coordinator of the National Coalition of Motorcyclists and Aid to Injured Motorcyclists (AIM & NCOM), and have been active in bikers rights for over fifteen years. I have served in various state positions with ABATE of California, including two terms as Chairman of the Board and two terms as State Director. Sooo, for you history buffs, I'll try to piece together some of our early be-

ginnings, with apologies to those who were there from the start. I wasn't, so this is only from my early conversations with people like Deacon Dave Phillips, Ron Roloff, Keith Ball, Sherm Packard and others who WERE there, as well as my own research and admittedly spotty memory. But, to help validate this version of Biker History, I ran the article by most of the people mentioned herein. Through NCOM and ABATE of California, I have traveled across the United States to preach unity and spread information, and I will always treasure my memories of the places that bikers' rights has taken me and the friendly faces that have greeted me. Because our issue is so emotional and deeply personal, I have developed close relationships with many Freedom Fighters throughout the country who I am proud to call Brothers and Sisters. It was this deep sense of "family" within the motorcycle rights community that inspired me to trace our Family Tree. Much has been said of the coming new millennium, and of the opportunities and pitfalls our future holds in store, but one thing is certain...YOU CAN'T KNOW WHERE YOU'RE GOING UNLESS YOU KNOW WHERE YOU'VE BEEN! With that thought in mind, I'd like to take you on a brief trip down memory lane, as we open up our Family Album and retrace our History as a bikers' rights movement here in the United States. Don't worry, there won't be a test, and hopefully this brief history lesson will be at least as interesting as your High School History classes!

Easyriders magazine editor Lou Kimzey issued a plea in issue #3, October 1971, for bikers to come together to fight impending restrictions from the National Highway Transportation Safety Administration (NHTSA) by joining a new national bikers' rights organization called the National Custom Cycle Association, but because of a conflict with the acronym the name was changed in February 1972 to A Brotherhood Against Totalitarian Enactments (ABATE). I recall Joe Teresi, publisher of Easyriders, telling me that they had a contest around the office to come up with a new name, and one of the secretaries came up with "ABATE". He told me they were on deadline and had to come up with a logo real fast, so they took a stylized German eagle and transformed it into the logo used by many ABATE's to this day. Keith Ball was just 22 when he became the original ABATE manager in 1971, and he later became editor of Easyriders and the National Director of ABATE. He recently retired from Easyriders as the Editorial Director and Executive Vice President of Paisano Publications and went into retirement, though he now operates an internet site called Bikernet.com which still focuses on bikers' rights. Easyriders began granting state charters in 1974, and ABATE's which came into existence around this time were chartered in Kansas, Virginia, Maryland,

Pennsylvania, South Carolina and New York; and also MMA of California, MMA of Massachusetts, New Hampshire Motorcycle Rights Organization, Rhode Island Motorcycle Association, Connecticut Motorcycle Rights Association, and the Wisconsin Better Bikers Association. Easyriders published phone numbers, contacts and legislative news, and the bikers rights network began to grow. The Modified Motorcycle Association of California was founded at the same time as many ABATEs.

The original federal helmet mandates, which were instituted in 1966 by Congress and later repealed in 1976, were designed by the U.S. DOT (Department of Transportation) as a means to restrict modified or customized "choppers" which they deemed unsafe. Especially extended forks and apehangers which were popular. Deacon, founder of ABATE of California, once related to me that the 60's fad of ridiculously high sissy bars came about because the government started requiring "grab bars" for passenger safety, so the riders of the day flaunted the law by building them as long and garish as they could get by with. Almost every state during this time began passing handlebar height restrictions, eyewear requirements, motorcycle licensing requirements, lights-on laws and other equipment regulations and many other restrictions. The government claimed that the restriction against our "Freedom Machines" were coming down the pike to make motorcycle riding "safer". Funny, but back in the sixties they just wanted to force bikers off the streets. Publicly they tooted that they wanted to SAVE US from ourselves!

In most states, before motorcyclists became politically organized, the clubs were the first to fight helmet laws and other restrictions. In many instances clubs founded the states' motorcycle rights organizations. Before MMA or ABATE of California came into existence, the Hells Angels M/C and Ralph "Sonny" Barger in particular had succeeded in keeping the state of California helmet-free even though Congress had passed legislation in 1966 requiring every state to pass a helmet law or lose 10% of their federal highway funds, (this should sound familiar, since we just recently faced the same type of national helmet law in the nineties). Rumors still circulate around Sacramento about 1,000 Hells Angels on the Capitol lawn, and HA's camped out on the door steps of legislative opponents. Soon the old intimidation tactics wore thin and club leaders realized that they needed to legitimize their efforts by creating a more sophisticated political lobbying arm. In the case of California, the Hells Angels founded the MMA of California. Various states have similar history with local clubs which were the roots of their MRO.

About this same time, the American Mo-

torcyclist Association began to recognize the motorcyclists rights movement and they established the AMA Government Relations Department, but not until 1976. As the rights movement grew, Don Pittsley, a member of the Huns M/C in Connecticut convinced his congressman, Rep Stewart Mckinney, to introduce H.R.3869 to end the Federal authority to withhold highway funds from states without helmet laws. In July of 1975, Rob Razor of the AMA, Ron Roloff of MMA and Ed Armstrong of ABATE of Chicago presented the House Sub-Committee on Surface Transportation with convincing testimony to repeal the mandates. California was being sued by the DOT, because Governor Ronald Reagan refused to comply with the federal mandate. Roloff helped convince California Senator Alan Cranston to offer the language of the bill as an amendment to the 1975 Federal Highway Act, which passed with overwhelming support from the California delegation because of the impending lawsuit. It was signed by President Gerald Ford on May 5, 1976. Not bad for a rag tag bunch of bikers with little or no previous political ambitions.

Spurred on by many successful protest rallies around the country following the national helmet law repeal, 30 state laws were repealed. ABATE, MMA and other motorcycle rights organizations sprang up in every state across the country and are now a fixture in state houses. There were several failed attempts to start a national motorcycle rights organization, including Easyriders'. In 1985 the Motorcycle Rights Fund (MRF - later changing their name to Motorcycle Riders Foundation) hosted their first Meeting of the Minds conference, and a few months later, in 1986, the National Coalition of Motorcyclists (NCOM) held their first National Convention. Motorcycling leaders realized the need for a united voice and the necessity of networking and communications, and both the MRF and NCOM grew and have become effective partners with state MRO's in protecting riders' rights on the federal, state and local fronts.

The concept of unity was put to the test in the early 1990's, when Congress again attempted to force states into passing helmet laws, and American motorcyclists came together en masse, and in a coordinated effort between the MRF and NCOM virtually every state sent representatives from their State MRO to walk the hallowed halls of Washington, D.C., in search of their U.S. Senators and Representatives. The grand lobbying experiment WORKED, and in just FOUR YEARS bikers were able to convince Congress to once again repeal their misdirected and misguided "nanny" law and return the decision to the individual states. That same legislation also repealed the 55 mph minimum speed limit! Soon afterwards, Arkansas modified their mandatory helmet law to allow Freedom of Choice for

A COMPREHENSIVE HISTORY OF BIKERS RIGHTS IN AMERICA *CONTINUED*

adult riders 21 and older. Texas soon followed, as well as Kentucky, Louisiana and, most recently, Florida. Today, the scoreboard reads 20 Helmet Law States vs. 30 Free Choice States!

As a result of our newfound political clout, motorcyclists have successfully approached Congress twice over the past few years, first in 1996 to grant federal protections against insurance discrimination based on mode of transportation because many companies (most notably Ruger Firearms and the Teamsters Union) were denying medical benefits to employees injured in motorcycle accidents). Although this legislation was recently nullified by new federal regulations written in the waning days of the Clinton Administration, this nationwide effort was textbook politics at its best. The fight continues but the movement WILL succeed in reinstating the intent of Congress to protect us against insurance discrimination. Then, in 1998, motorcyclists united once again to put together a pro-active agenda for bikers, and succeeded in lobbying it through Congress. Included in this "wish list" for bikers was a guarantee that motorcyclists would be included during the development of the Intelligent Transportation System (ITS) technology, which ensures that motorcycles are guaranteed access to any and all roads built with the use of federal highway funds (no road bans). This effort will restrict anti-motorcycle lobbying efforts by NHTSA and provides \$131 million for recreational trails development and maintenance!

During this active span of time, many state rights groups have become proactive within their states instead of RE-acting to legislative threats. Minnesota passed our nation's first law to make it illegal to dis-

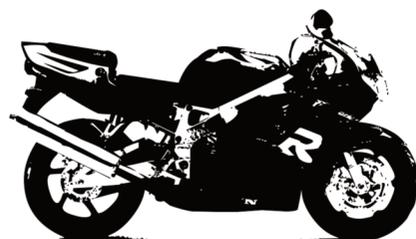
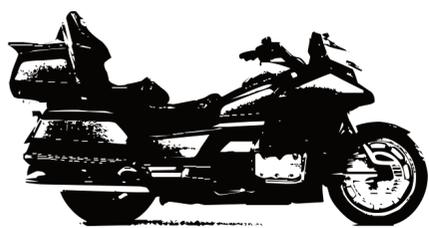
criminate against someone because they ride a motorcycle. Arizona, Iowa, Oregon and Washington have successfully repealed or modified their state's handlebar height laws. Virginia and Illinois have lobbied their states to reinforce the federally guaranteed access to roads by passing laws to protect our rights to ride on any roads within their state boundaries. Virginia and Maryland amended their state's parking laws to allow more than one bike per metered space. And several states have fought and defeated "No Fault" insurance proposals that are unfair to motorcyclists. Also, now, through the work of the National Coalition of Motorcyclists, patch holders in nearly 40 states and two Canadian Provinces have come together to form Confederations of Clubs to fight discrimination and police harassment through the courts, bringing the motorcycle rights network full circle with the rejuvenated interest of the motorcycle club community.

While our early bikers' rights leaders paved our way, other dynamic and concerned riders have come forward to take the reigns and lead us into the new millennium. We should never forget the efforts and sacrifices of our predecessors who faced intimidation from law enforcement, indifference from legislators and animosity from a public that saw "The Wild One" one too many times. They got the job done. Were it not for their perseverance and dedication, we would not have become the respected and effective grass roots lobbying group that we are today.

So, there you have it. The roots of ABATE and the American motorcyclists' rights movement run deep in the hearts of those of us who have accepted and, in turn, passed on the torch of Freedom of the

Road. To all those who came before, we salute you. Where will the future take us? That's entirely up to you. New restrictions on our freedom and our motorcycles are coming at us now from across the big pond. If we don't increase our political strength, we may be looking at the last days of motorcycling as we know it. We need to protect the future of motorcycling against the upcoming European invasion! The biggest threat facing motorcyclists today is not necessarily from our own Government. It may very well be the EUROPEAN THREAT, as the strictest motor vehicle standards in the world are adopted as global standards. On June 25, 1998, the global motorcycle came closer to reality, as the United States, Japan and the 15 member countries of the European Union (EU) signed an agreement in Geneva, under the auspices of the United Nations, to develop global regulations concerning the safety performance of motor vehicles and equipment. So, the UNIVERSAL motorcycle is on its way. The automotive and motorcycle industries have long advocated global uniformity of standards, because conflicting standards mean expensive design changes for each market. Unfortunately for motorcyclists, this means that European threats such as leg protectors, air bags, noise limits, horsepower restrictions and anti-tampering measures, will now become global issues. There are 300,000 new bikes sold in the USA each year, and 1,000,000 new bikes sold in Europe. Which standards do you think will apply? Construction standards could ban: Air-cooled engines, open chain drives, 2-stroke motors, self-tuning and customizing. Regulations will include Catalytic Converters to reduce emissions, along with reducing power and increasing fuel consumption, while driving up the cost of motorcycles. Medium/Long Term

Threats in Europe include the following: Vintage/classics banished to museums, due to End-of-Life issues. Construction standards mandated Using "Anti-Tampering" Sheer Bolts to prevent home maintenance and performance work. Armored, high visibility clothing. Bike bans on certain roads, in certain tourist areas and when pollution levels rise. Massive road tax increases and heavy-handed taxes on motorcycles. Multi-stage (tiered) licensing to ride a motorcycle, and very expensive. Yes, and research continues, even today, on leg protectors and air bags! Vision Zero: There's no such thing as an "accident" with today's technologically advanced vehicles. BUT motorcycles will always be subject to human errors therefore they would be BANNED under this proposed Swedish plan which almost became official policy! Intelligent Transportation System: Basically, the purpose of ITS is to use technology to achieve a more efficient flow of traffic. But while the goal is safer, quicker travel, ultimately ITS technology will eliminate human error by taking control of the vehicle away from the driver. NHTSA promises active public participation in the development of the new global motor vehicle safety standards, with public meetings and comment periods as the plan is implemented, and Congress has promised that motorcycles will be included in any future ITS developments. Motorcyclists will have to ensure that our collective voice is heard during the planning stages. So, if we want to continue to ride free, we must spread the word to other concerned riders, to our youth, and to our legislators. Join a motorcycle rights group and support their efforts. Freedom will never die. --Bill Bish (with permission to reprint)



MESSAGE OF APPRECIATION TO OUR MRF SUSTAINING PARTNERS AND MEMBERS *CONTINUED*

more effectively they can represent our work.

We have also seen the highest number of non-MOTM donations from State Motorcyclists Rights Organizations come in since we called for donations to fund the Vaughn EPA study in 2002. This is how we can maintain our office in Washington D.C. The office is a few blocks from the United States Capitol and employs two of the finest people we could imagine, our Office Manager and our Vice President of Government Relations and Public Affairs.

I would also like to thank ABATE of Indiana for their immediate response to fund a MRF Board member from another state when the opportunity was revealed. It is a good time to again thank all of our partners that fund the travel and expenses of MRF Board members; it would be very difficult to operate without this funding.

A final congratulations to all of our 2012 MRF Award winners and MRF Champions. It is through these efforts, contributions and careers that we can accomplish what we do to protect and enhance motor-

cycling and our lifestyle in our nation's capitol. These can also be seen on our MRF website, 2012 MRF Awards .

Lastly, I would like to thank the leadership of our sustaining organizations for communicating the importance and relevance of the work we do in Washington D.C. For the number of highly engaged MRF State Representatives and Assistants that act as our boots on the ground and our membership that goes the extra mile repeatedly. For me personally, I am extremely appreciative for the diversity, dedication, ex-

pertise, and passion that our Board of Directors brings to the table every day.

When adding all this up, it is clear that together we all Ride with the Leaders™. The MRF Board of Directors would like to sincerely thank you for your impactful contributions as we close out 2012 and move into what I am sure will prove to be an exciting 2013. I am confident through your demonstrated "engagement through participation", we are ready for the challenges ahead that are facing our nation of motorcyclists.

DEAD IN 5 HEARTBEATS



Motorcycle Accident?

HIRE ATTORNEYS WHO RIDE

OVER \$200 MILLION RECOVERED FOR OUR CLIENTS

LAW OFFICES OF: **Richard M. Lester**

Founder of Aid to Injured Motorcyclists

- 110 OFFICES THROUGHOUT NORTH AMERICA
- FREE LEGAL CONSULTATION
- NO RECOVERY = NO FEE
- WE MAKE HOUSE CALLS
- ATTORNEYS IN EVERY STATE & PROVIDENCE WHO RIDE
- NO FEES ON MOTORCYCLE DAMAGE RECOVERED
- ALSO AUTO ACCIDENTS

24 Hours - Toll Free (800) 531-2424

(800) ON-A-BIKE

We are endorsed by the National Coalition of Motorcyclists and more than 1000 motorcycle groups throughout the USA & Canada, and serve as Legal Counsel for the Confederations of Clubs.

ATTENTION: OUR NATIONWIDE NETWORK OF A.I.M. ATTORNEYS DONATE A SIGNIFICANT PORTION OF THEIR FEES FROM MOTORCYCLE ACCIDENT SETTLEMENTS BACK INTO MOTORCYCLING BY BEING THE SOLE FINANCIAL SPONSOR OF THE NATIONAL COALITION OF MOTORCYCLISTS.

Call for your new ID card with lost key finder



**Not Just ONE Attorney
The A.I.M. Team To Help YOU**
Visit us on the web at www.aimncom.com