

# ARIZONA SPOKESMAN

Volume 2  
Issue 10



## IS AMERICA BECOMING A POLICE STATE????



In 1982, with the stroke of President Reagan's pen, his executive order classified America's top 4 motorcycle clubs as "criminal organizations." Reagan ordered them added to the list of Traditional organized crime organizations such as the Mafia, Domestic Terrorists and Drug Cartels.

Those traditional organizations are secretive, and specifically organized to profit from criminal activity. Motorcycle clubs, on the other hand, are specifically for those who enjoy riding motorcycles and the biker lifestyle.

Today, the U.S. government clas-

sifies over 300 of America's "Motorcycle Clubs" as "Outlaw Motorcycle Gangs" and "Criminal Organizations."

Many motorcycle clubs support themselves with the sale of their trademark materials. Just like individuals in any organization, howev-

er, some individual club members are involved in criminal activity. These individuals use the club as a cover for their criminal activities with little regard for the well being of their fellow club members.

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As Pooh Sees It | Rabble Rouser | Overwhelming Support for the ACMC | Looking Ahead  
Arizona Move Over Law | NCOM Quarterly Report

## Arizona Confederation of Motorcycle Clubs

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

Managing Editor: Still Ray  
 Co-Editor/Advertising: Kat  
 Graphic Design/Layout: Eric Hampton

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 You, The clubs and supporters of the A.C.M.C.

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 Website: [www.azcmc.org](http://www.azcmc.org)

### 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! Please place a member ad from your Club/MRO/Association!

Respectfully,  
 Still Ray Spokesman Editor  
 Kat Co-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 (Journeymen MC), Pooh Bear (Sober Riders MC), Muskrat (AIM-NCOM), The Huns MC, Maverick (Medieval Maidens MC), Desert Road Riders MC, SkyPilot LRMC, Rez Riders IMC, Triple Threat TC, Handi, Lil Late and bodhi (Sober Riders MC), Bill Bish (NCOM), Arizona Republic News, Stephanie Rabiner, White Trash Networks, MRF, AMA, Abate, EFF, About.com.

Ads: Richard M Lester's Law Office, Charles "Chuck" Franklin, P.C., Breyer Law Offices, P.C., Christian Ackerley PLLC, GMR Performance, Bob's Cycle Supply Hells Angels MC-Tucson, Journeymen MC, Medieval Maidens MC, Desert Road Riders MC, Desert Thunder MC, Emergency Support Riders MC, Sober Riders MC, Breathe Life Riders, Hooligans MC, ALMA MC, Cochise Riders MC, The Huns MC, Desert Eagles MC, East Side Rydaz, Survivors Clean and Sober MC, Red Iron Brotherhood MC, Wind & Fire MC, Poor Boys Motorcycle Association, Brotherhood RC.

# 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](http://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

I just hung up the phone with our volunteer lobbyist Sky Pilot. We were discussing the upcoming session. There are a couple of things we would like to address this year. Last year we got our lane splitting bill to the governor's desk, but she vetod it. We will need to change her opinion on this.

Noise is going to be an issue again this year, we had an emergency call to action here in Prescott last year when the city council was broadsided by the Noise Off people. You will need to keep an eye on these people, they are very organized and have specifically targeted motorcycles across the country. We were lucky this time, we even gained an inch or two with the results being the bars and businesses on Whiskey Row have our posters in their front windows stating "Pipe Down" We also were able to establish a relationship with the head of staff for the City Council who agreed to contact Deb Butitta any time a motorcycle related issue comes before the City Council.

I also brought up the issue concerning vertical plates. The suggestion was made that we ask the state to make the plates with vertical letters. The police have stated that the problem with a horizontal plate mounted sideways was they had to turn their heads sideways to read them. So how about if the state made them as "Vanity Plates"? Charge extra, no head tilting

required,(the cop personally told me that, I didn't make it up) and I could keep my handmade bracket on my 57 that I am very proud of. Proud enough to get more tickets anyway. According to our lobbyist, the state claims it would cost thirty five thousand dollars to re-tool the plate machine.

The fourth issue was handlebar height. At a Confederation Meeting last year a Patch holder from Tucson raised hell with us, he had gotten numerous tickets for handlebars being too tall. These tickets cost 180 dollars a piece. Sky Pilot informed me of another case where a Patch holder got twenty seven tickets in twenty seven days at 180 dollars a pop. The problem is not getting the law changed. Many states have been successful at this. The problem is these gentlemen come in, raise hell and we never hear from them again. We need evidence. Give us copies of the tickets or a name that the court could look up and verify what it is we are claiming did actually occur. If we were to go after this from a profiling angle, we would absolutely need more information than "a guy named Tom from Phoenix called me and said..." The bottom line here is we need to be able to back up our claims with paper. If you feel you have been unlawfully profiled, fill out one of our incident forms, if you are refused service because of your Patch, fill out a discrimination form, if you get a ticket you feel is unfair or for something we are fighting, send a copy to me. All of these forms can be found on our website, in our paper or either of the other MROs' papers. They all have my address on them and I will in turn, mail copies to the lobbyists.

Our paid lobbyist, Dave Kopp, should have a rough draft of an Anti-Profiling Bill for us by the time you read this. Many states are following the State of Washington's lead where they were successful in getting an Anti-Profiling Bill passed. Minnesota passed an anti-discrimination bill several

years ago. Dave is following the protocol that is required. If he were to go directly to the Legislatures and look for a sponsor for our bills, they would respond with "you should try to work this out with DPS."

Dave went to the Head cop at DPS and the guy said he doubted there was really an issue here in Arizona. He did agree to meet with Dave before the end of the session last year. He did not. He postponed, hemmed and hawed, the result being no meeting and the session is over. This is not as bad as it seems, Dave can now go to the Legislators and when they suggest he meet with DPS he can say that we tried that and were not able to. So the next step is finding a sponsor for our Bills. As Dave would say, you don't play poker with your cards face up, but I can tell you he has some good ideas.

Keep in mind this is a process. Ten years or so back there were two counties in the United States that tested motorcycles for emissions. The lobbyists from MMA, ABATE and the AZCMC got together with the antique car club guys who were also being tested. After some years they got the emissions testing for Pima County and for the antique cars tossed out. They are still working on Maricopa County. It is the only county in the country that tests for emissions on motorcycles.

Now I may have a year off in either direction in my example but my point is this: the process takes time. There are no guarantees. I believe we have the best lobbyist in Arizona working for us. He rides, he has been a BOD for MMA, he has done some outstanding work for the gun people.

Yes, emissions testing, handlebar height, lane splitting, and my vertical plate are important, but in my mind they take a back seat

to the profiling, discrimination and the Criminal Street Gang Legislation that is threatening our right to fly our colors and ride where we want to just like any other American.

This last weekend we rode to Phoenix for a Memorial for Rick "Animal" Henry. Rick was the East Valley BOD Member of ABATE. He was also the newest Rep for AZ for the Motorcycle Riders Foundation. I have known Rick for many years. He was a Founder of the Sons of Liberty Riders years back. We didn't always get along, but we did agree to disagree for the most part. We didn't have a problem with the issues, it was the rhetoric or how to go about changing things.

Back then Rick was much more of a revolutionary. He would be more inclined to blow stuff up, on paper anyway. Rick rode with us to Ogden, Utah back in June for the Best of the West Conference, he was excited to be able ride long distances again after his illness. At Too Broke and the following week we talked of riding together to Detroit for the Meeting of the Minds. He kept re-planing the route, doing Map Quests and sending updates.

Rick was not a Club Member, but he did volunteer to put together the MRF Club Committee's web site/data base for me last year in Peoria, Ill. He had ridden to Illinois as well. I am very grateful he was able to get in a couple of good miles before passing. He will be missed.

Still Ray Pres  
JOURNEYMEN M/C

Arizona Confederation of Motorcycle Clubs Chair  
ACMC PC Chair

MRF Sustaining Member M/C  
Rep  
ABATE of Az BOD

# A.C.M.C. MEMBERSHIP

ABATE of Arizona  
http://www.abateofaz.org/

ALMA MC  
http://www.almamc.com/

Arizona Sun Chasers MC  
http://www.arizonasunchasers.org/

Bikers for Christ MM  
http://www.bfcphoenix.org/

Brothers of The Third Wheel  
http://superbtw.com

Cochise Riders Motorcycle Club  
http://www.cochiseridersmc.com

Desert Road Riders Motorcycle Club  
http://www.desertroadriders.com

Desert Thunder Motorcycle Club  
http://www.desertthundermc.com

Devil's Disciples Motorcycle Club

Emergency Support Riders MC  
http://www.meetup.com/esr-mc/

Hawg Ridin Fools MC  
http://www.hawgridinfoolsmcariz.com

Hells Angels Motorcycle Club  
http://www.hells-angels.com

Huns Motorcycle Club  
http://www.thehunsmc.com

IOOB Motorcycle Club - Tucson Tribe  
guruioob@gmail.com

Journeyman MC  
http://journeymenmc.com

Leathernecks MC

Limey Riders Motorcycle Club  
skypilotlrmc@earthlink.net

Loners Motorcycle Club  
http://www.lonersmc.org

Loose Cannons MC

Lost Dutchman Motorcycle Club  
http://www.lostdutchmanmc.com

Medieval Maidens MC  
http://www.medievalmaidensmc.com

MMA of Arizona  
http://www.mma-az.org

Nomaden MC  
harryabrams@msn.com

Red Iron Brotherhood  
http://www.redironbrotherhoodmc.com/

River Riders MC  
http://www.riverridersmc.com

Rollin Knights MC  
http://www.rollinknightsmc.com

Rough Riders Motorcycle Club  
http://www.rough-riders-mc.com/rrmc

The Scythe Motorcycle Ministry  
http://www.myspace.com/thescythemc

Sho Ryders Motorcycle Club  
http://www.sho-ryders.com

Sober Riders Motorcycle Club  
http://www.soberridersmc.org

Soldiers for Jesus MC  
http://www.soldiersforjesusmc.com

Sons of Aesir MC  
http://www.sonsofaesirmc.com

Southern Arizona Harley Riders MC  
www.sahr.us

Spartan Riders Motorcycle Club  
http://www.spartanridersmc.com

Stoned Sober Motorcycle Club  
moseshealer@comcast.net

Sun Riders Motorcycle Club  
http://www.tucsonsunridersmc.com

The American Motorcycle Club  
boogybod@tabletoptelephone.com

Vietnam Vets/Legacy Motorcycle Club  
vnmvstitch@yahoo.com

VIII Society

Yaqui Warriors MC  
yaquiwarriorsmcaz@hotmail.com

## Associates

- American Cruisers 3/6/10
- Breathe Life 3/23/10
- Brotherhood RC 7/9/11
- Cerberus MC 1/8/11
- Chicano Life RC 7/9/11
- Desert Demons 6/11/11
- Desert Eagles MC 6/14/10
- Devils Own MC 3/6/10
- Hooligans MC 1/24/10
- Latin Riders MC 3/5/11
- Marines MC 3/6/10
- Mountain Motorcycle Association of Az 8/7/10
- Narbanos Navajo Nation 3/7/09
- New Founders of Freedom 1/8/11
- Nine Pieces of One RC 1/8/11
- Outsiders 3/29/10
- Poor Boys 7-9-11
- Renegades MA 8/6/10
- Rez Riders IMC 9/11/10
- Scared Skull MC 7-9-11
- Sons of Hell MC 7/10/10
- Survivors Clean and Sober MC 3/6/10
- Tinners 5/1/10
- Triple Threat Trike Club 9/6/09
- Wind and Fire MC 7/10/10
- Wolves MC Tucson 11/6/10

For Information and/or any Buiness please use the below address :  
Arizona Confederation of Motorcycle Clubs, 530 E Hunt Hwy, Suite 103-151, San Tan Valley, AZ 85143

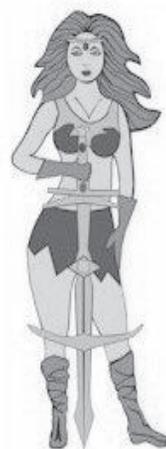
# HELLS ANGELS MC TUCSON

**SUPPORTS THE ACGMC IN  
THEIR EFFORTS AND FIGHT  
AGAINST THE  
DISCRIMINATION AND  
PROFILING OF BIKERS  
IN AZ  
WWW.HAMCZSON.COM**



PRESCOTT

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



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

www.MedievalMaidensMC.com

# IS AMERICA BECOMING A POLICE STATE???

CONTINUED

With the Government's bogus "Criminal Organization" classification, the prosecutors are assured they will have a winnable case every time, against every member. The government's case hinges on proving the club is a racketeering enterprise. The racketeering umbrella allows the feds to link unrelated criminal acts against all the enterprise members even though they didn't participate in or know about the crime.

Once targeted by the government, any of the individual rights protections guaranteed by the U.S. Constitution no longer exist for that group of citizens. (Look how the government treats returning vet-

erans who join motorcycle clubs. After returning from battlegrounds defending Americans' rights, they are denied the very rights they fought to protect.)

The government's actions themselves are in fact interfering with "interstate commerce," the very crime they use against the clubs. A Government's attempt to seize or interfere with a club's legitimate trademark material violates the Interstate Commerce Act and is a crime.

This "all-inclusive" legal maneuver would be like blaming the entire Congress for the criminal and sexual predator acts of individual

members (such as Anthony Weiner, John Edwards, Rep. Chris Lee, R-N.Y., Eric Massa, D-N.Y., Sen. John Ensign, R-Nev., etc. etc. etc.). But unlike bikers, these men do not go to prison for decades, nor does the entire Congress get indicted along with them. They get a slap on the wrist and then enjoy their federal pension for life at taxpayers' expense.

Our Constitution guarantees us the right to freely associate, to wear what we want, go where we choose, to be individuals, and to be treated like everyone else by law enforcement and in the Courts. Riding a motorcycle or belonging to a club should not exclude a citi-

zen from those rights. Individuals are responsible for the crimes they commit, not an organization.

Like many others who love our country, I swore an oath to defend the Constitution and protect it from all enemies both Foreign and domestic. It is our duty to see the government does the same.

It's time for America's 300+ targeted motorcycle clubs to face our common enemy, and force our government to follow the law.

Roadblock 1%er

## LOOKING AHEAD

### Arizona Move Over Law

#### You Must Avoid Emergency Vehicles on the Side of the Road

By Judy Hedding, About.com Guide

Arizona's Move Over law was approved by the legislature in 2005. It was implemented to minimize the number of injuries and fatalities occurring to emergency personnel stopped on the side of our highways. It was enhanced in July 2011.

Here's what the law is about. If

you see that an emergency vehicle is stopped on a highway, you must, if it is safe, change lanes and move into the next adjacent lane that is away from the stopped vehicle. It doesn't matter whether it is on the right or the left. You must move into the lane away from it. As of 2011, the Move Over Law also applies to tow trucks or any vehicle with hazard lights flashing.

So, let's say you have four lanes of traffic moving along I-10, and you are driving in the right lane. You see an emergency vehicle parked on the right shoulder. If it is safe to do so, you must change lanes into

the next left lane to you, so as to leave an empty lane between you and the vehicle. What if there is only one lane on the highway that you are driving on? Just proceed slowly in your lane until you are safely past the stopped vehicle. What if there are more than two lanes, but you can't move over safely? Again, just slow down and proceed in your lane with caution until you are past the stopped vehicle.

Contrary to some emails that are circulating and some rumors that are floating around, this law does not require you to move into the

far lane of the highway. In other words, if there are four lanes moving in your direction and a DPS officer is stopped on the right shoulder, everyone doesn't have to move over three lanes into the far left lane.

Failure to comply with the Move Over law in Arizona could result in fines as well as points assessed to your license. It is a moving violation. <http://www.moveoveramerica.com/>

Reprint with permission.



ACMC - Arizona Spokesman

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

Join and Support Motorcycle Riders Foundation... REGISTER, VOTE, AND RIDE!

- Annual Individual Membership .....\$30
- 3-Year Individual Membership .....\$80
- Annual Joint Membership .....\$50
- 3-Year Joint Membership .....\$130
- Annual Sustaining Membership .....\$100

Freedom Fighter Donation:

\$10  \$25  \$ \_\_\_\_\_

**PLEASE PRINT OR TYPE YOUR INFORMATION:**

Name \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Phone \_\_\_\_\_

E-mail Address \_\_\_\_\_

New  Renewal (Member # \_\_\_\_\_)

Are you a member of a state motorcyclist's rights organization?  Yes  No

If yes, name \_\_\_\_\_

**Mail remittance to:** Motorcycle Riders Foundation, 236 Massachusetts Ave NE, Suite 510, Washington, DC 20002-4980 • Phone 202-546-0983 / Fax 202-546-0986 Internet: [www.mrf.org](http://www.mrf.org) / Email: [mrfoffice@mrf.org](mailto:mrfoffice@mrf.org)

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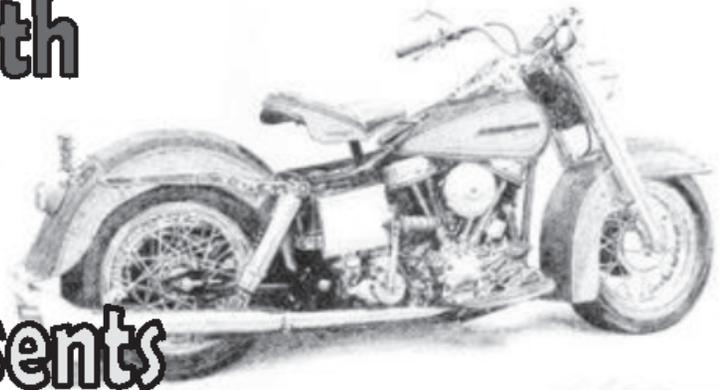
MRF # \_\_\_\_\_

Exp. Date \_\_\_\_\_

Member was given:  Pin  Patch  Year Rocker  Newsletter

What issue? \_\_\_\_\_

**October 14th, 15th and 16th**



presents

# Riot on the River

**Come with your Camper, RV or Tent. Take advantage of the nice park facilities, and the Gila River at the edge of the park known as**

**“ Winkelman Flats”**

P  
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**All types of Vendors, Bike Games, 50/50 drawing, raffle tickets, and many prizes to be won with them.**

**Live music Friday and Saturday evenings.**

**Variety of soft drinks and beer for \$1.00.....yes \$1.00**

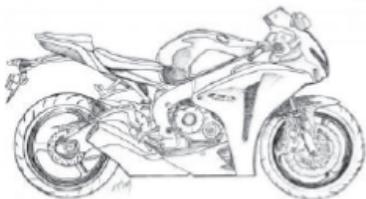
**Food and Mixed Drinks available.**

**\$30.00 per couple for the week end**

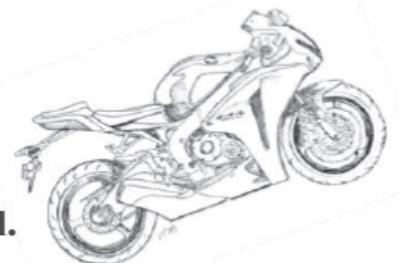
**\$20.00 per person for the week end**

**\$10.00 for Saturday pass**

**Take the 60 (Superstition Frwy) to Superior and head East on Hwy 177. Go until it ends at Hwy 77. Go straight across Hwy 77 and down into the Winkelman Flats City Park. The whole trip is 80 miles from Mesa.**

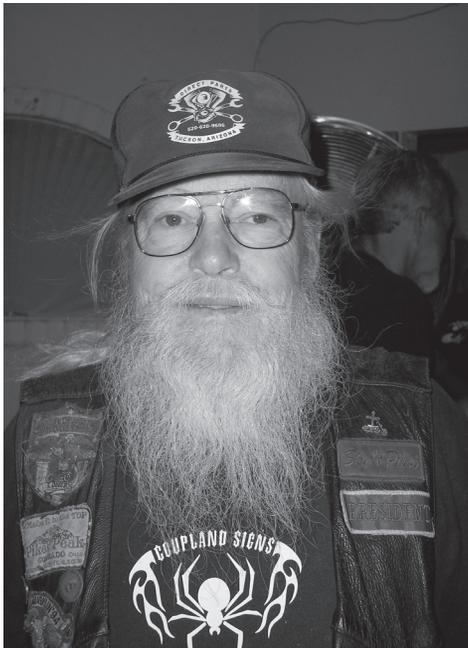


**Due to City Laws Glass Bottles are NOT permitted in Park. With respect to this adult venue, children will NOT be admitted.**



**Gates open at Noon Oct 14th**

# LOBBY REPORT



At the last ACMC Meeting, it was brought to my attention that the Loners were having problems with handlebar height, and I again asked for copies of tickets. I am still waiting for them to come back to me with the information. In the mean time I looked at handlebar height in every state and found no consistency in any one of the laws. They are

all over the place from 10" to 30" to shoulder height, which we have in Arizona. The last state that had the law repealed was Tennessee; they told me how they did it. I am working on evidence that can be used in Arizona.

The Lobby Team regrets to inform you that our HIPPA bill got to rules in the Senate and "your" insurance companies killed it! AM-SAC had a meeting to introduce new members and set an agenda for this year. After the AMSAC meeting we had a productive lobbyist meeting working on next session's bills.

I attended the Pima County Fair protest, which turned out to be a great success. In May I attended the NCOM meeting in New Mexico. I was disappointed in a number of clubs from Arizona who did not attend. Those that did attend got a lot of information.

## 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**

# HELLS ANGELS MC TUCSON

**SUPPORTS THE ACMC IN  
THEIR EFFORTS FOR  
UPCOMING TUCSON EVENTS  
AND SOME  
COOL  
MERCHANDISE GO TO:  
WWW.HAMC2SON.COM**

**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

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

CIVIL RIGHTS VIOLATION COMPLAINT FORM

Name of complainant: \_\_\_\_\_
Address: \_\_\_\_\_
Phone: \_\_\_\_\_ Email: \_\_\_\_\_

The Law: "Every person who, under color of any statute, ordinance, regulation, custom, or usage, of any State ...subjects, or causes to be subjected, any citizen of the United States or other person ... the deprivation of any rights, privileges, or immunities secured by the Constitution and laws, shall be liable to the party injured in an action at law..." 42 USC § 1983.

The wearing of colors by members of motorcycle clubs is a means of identifying Club Members and symbolizes their common interests and beliefs. Prohibiting speech of this nature constitutes an attack on a particular viewpoint. Sammartano v. First Judicial District Court, in and for the County of Carson City, 303 F.3d 959, 971-72 (9th Cir. 2002).

In Sammartano, the Carson City courthouse enacted a rule to prohibit admission of those with "clothing, attire or 'colors' which have symbols, markings or words indicating an affiliation with street gangs, biker or similar organizations," because "such clothing or attire can be extremely disruptive and intimidating, especially when members of different groups are in the building at the same time." 303 F.3d at 964. The Ninth Circuit reasoned that the rule singles out bikers and similar organizations for the message their clothing is presumed to convey, and held that the rule impermissibly discriminates against a particular point of view - the view of biker clubs as opposed to garden clubs and gun clubs. Id. at 971-72.

Complaint Information

Provide names, address, phone number, organization, business, or any other identifying information of the PERSONS ACTING UNDER COLOR OF LAW to violate your rights. (Example: Officer Dom Foke, Small Town Police Department, badge #0666).

\_\_\_\_\_

Describe in detail what the person acting under color of law (the police or their agents such as business proprietors) did and said regarding your wearing colors or being present at the location wearing colors. State date, time, location, names of persons present and what they might be able to testify to. Be prepared to make a truthful, accurate statement under oath.

\_\_\_\_\_
\_\_\_\_\_
\_\_\_\_\_
\_\_\_\_\_
\_\_\_\_\_
\_\_\_\_\_
\_\_\_\_\_
\_\_\_\_\_

Complete and mail to: Still Ray Fitzgerald, 1634 W. Pine Cone Way, Prescott, AZ 86303

Limited Power of Attorney

Sample of How To Fill Out Form

I ( Injured Party's Name ) hereby give(Person to Pick up- With ID power of attorney to claim, pick up and receive "my personal property including but not limited to my vehicle (Type of Vehicle License No. Or Vin No. which is being held at (Place Property Held At).

All persons holding said property are to immediately release property to (Person to Pick Up With ID).

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

Download a blank copy on ACMC website - azcmc.org

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): \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

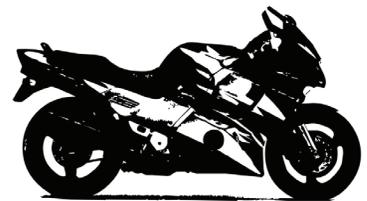
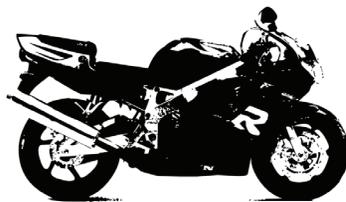
YOUR NAME (please print): \_\_\_\_\_

YOUR PHONE (with area code): \_\_\_\_\_

YOUR SIGNATURE: \_\_\_\_\_

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

Complete and mail to: Still Ray Fitzgerald, 1634 W. Pine Cone Way, Prescott, AZ 86303



ACMC MEMBERSHIP CRITERIA

- 1) No cop clubs or members in law enforcement. community and general public.
2) Your club must originate in the state of Arizona. It serves to educate both riders and non-riding public of all the positive aspects of motorcycling and to warn against and oppose any intrusion upon their rights. It will accomplish these goals by any lawful means necessary.
3) There is \$200 seed money for new Clubs and \$100 dues paid annually.

4) Your Club must then be an active participant within the ACMC community for a minimum of three years. If you are trying to start a new Club for the purpose of ACMC membership we suggest you contact Clubs in your area.

ACMC Mission Statement

The ACMC is made up of Arizona Clubs and organizations which have come together in unity to facilitate and broaden communications amongst its members and within the riding

This relationship will be useful as the Member Clubs are familiar with protocol and can be helpful in introducing you to others as well as informing you of upcoming events, functions, etc.

## COUNTY ATTORNEY WILL RETRY DRIVER IN MOTORCYCLE DEATHS

by Michelle Ye Hee Lee on Aug. 27, 2011, under Arizona Republic News

Reprint with permission

Maricopa County Attorney Bill Montgomery will retry Michael Jakscht, who is accused of being impaired while driving a truck that killed four motorcyclists and seriously injured five others in a north Phoenix accident. Jakscht, 48, was previously charged with five counts of aggravated assault, four counts of manslaughter and two counts of endangerment. On March 25, 2010, he crashed his dump truck into the motorcyclists

at a traffic light. Prosecutors argued Jakscht was impaired at the time of the accident, having tested positive for methamphetamine. He attributed the test results to diet pills he'd taken. Jurors were told he would have to be found guilty on all counts, or not guilty of any, because the injuries and deaths happened in the same instant. The jury hung 9-3 in favor of acquittal, forcing Maricopa County Superior Court Judge Joseph Welty to declare a mistrial. Montgomery met with prosecutors this week to review the case. A new trial date has not yet been set. A \$1 million bond has been set for Jakscht.



## DO YOU JUST BELONG?

Are you an active member, the kind that would be missed?

Or are you just content that your name is on the list?

Do you attend the meetings, and mingle with the flock?

Or do you meet in private, and criticize and knock?

Do you take an active part to help the work along?

Or are you satisfied to be the kind who just belongs?

Do you work on committees...

to this there is no trick.

Or leave the work to just a few and talk about the clique?

So come to meetings often and help with hand and heart.

Don't be just a member but take an active part.

Think this over members, you know what's right from wrong.

**Are you an active member or do you just belong?**

The Huns Motorcycle Club

## 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

## September 2011

### Sept 3rd ..... The Rally for MS

Journeyman and Desert Eagles host the 1st Annual Rally for MS

Kickstands up @ 9:30am Registration starts 8:30 at GMR Performance 611 Division St. Ends @ Gurley Street Pub \$10 PP/\$15 couple

### Sept 2nd - 4th .....Camp & Jam at Double D Bar

Camp & Jam at Double D Bar in Tonto Village, 21 Miles E. of Payson off Hwy 260. Hosted by MMA Rim Country District. \$10/pp includes camping & live music Friday and Saturday; Saturday bike & people games, & more. 928.978.2850, woodnvine@live.com

### Sept 4th .....The End of Summer Poker Run

Charity Poker run for the "Diaper Bank of Southern AZ. Hosted by the "Sober Riders MC", Tucson Crew. Registration 10am at H-D of Tucson. Ends at The Rivers Edge. \$15- singles, \$25- couples, meal included. \$5 off for diaper donation .Bike show, wet t-shirt, live band, karaoke. Vendors welcome, ( no food vendors )Scott 520-241-0862, Chris-520-647-1910 : ITIC\_srmc @ yahoo.com

### Sept 9th .....LRMC Open house

@ our clubhouse 6739 N. 60 Ave 1 blk S. of Glendale Ave. email: oldhippy13 @ gmail.com)

### Sept 10th .....ACMC Meeting

To All ACMC Members: Next ACMC Meeting is Sept 10th 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 Cochise Riders MC. Meeting will be held at Elks Lodge No 2065 at 1 Elks Lane Sierra Vista, AZ 85635. From I10 East take exit 302 for AZ-90 S toward Ft Huachuca/Sierra Vista 0.3 mi. Turn right onto AZ-90 S (signs for Ft Huachuca/Sierra Vista) 27.4 mi. Continue onto E Buffalo Soldier Trail 1.7 mi. Turn left onto W Wilcox Dr 0.1 mi. Turn right 174 ft. 1 Elks Ln Sierra Vista, AZ 85635. If you have business or anything to address with the ACMC please also contact Still Ray-Chairman. Any questions or concerns please contact a Board Member. Still Ray (email: Stillhereaz @ aol.com)

### Sept 10th .....Burnin' Rubber in Sept

Loners M/C San Tan's 2ND Annual Burning Rubber in September will be in the evening after the ACMC meeting. Sign in starts 3 to 5 at RxR Stix 6429 E. Main St. \$10 a person .Gun raffle at end stop. For tickets see any Member from San Tan two bucks per. High hand give away at end stop. Ghost stops. See ya there. Ollie (email: ollieeastside @ yahoo.com

### Sept 10th .....TJ's Birthday

Come out and celebrate TJ's birthday with us. Lost Dutchman MC Peoria clubhouse, doors open at 7pm

### Sept 14th-- 18th .....Golden Aspen Rally

The Huns of the Southwest — Alamogordo Chapter presents the GOLDEN ASPEN RALLY from September 14 through September 18 in Ruidoso. All are welcome. Quickie thehunsmc.com

### Sept 16th .....DEFENSE FUND PARTY

THE MESA 81 Clubhouse 7pm. A \$10 donation requested at the door, Includes food. Hope to see you there. Contact Mesa 81 THX.

### Sept 17th .....Loose Cannons HOWL AT THE MOON

Contact: ALIBI (email: htheastmesa @ yahoo.com)

### Sept 17th .....PARTY WIT DA

## PREZ

Join us as we celebrate Tbird's & 6 other ALMA MC Brothers' birthdays! Fun starts @ 8p at our House, 27th Ave & McDowell. Food, Music, Dancing! Come out & have a great time. You KNOW the way we do it! Chapo (email: Soy.Chapo @ gmail.com

### Sept 17th .....Monsoon Madness

Monsoon Madness 7pm - ??? Presented by Desert Thunder MC, Limey Riders MC and MMA Leather District. Location: Max's Sports Bar 6727 N 47th Ave., Glendale 623-937-1671 \$10 per person Bar games, music and food. Old school biker bar fun Cindy 623-695-5659

### Sept 22nd - 25th .....27th Meeting of the Minds

Contact: StillRay (email: Stillhereaz @ aol.com)

### Sept 23rd .....Lost Dutchman Peoria Openhouse

OPENHOUSE NO COVER doors open at 7pm...79th Ave and Grand. Jacob cobyd\_73 @ yahoo.com

### Sept 24th - 25th .....HAMC AZ Nomads Fall Colors

HAMC AZ Nomads Fall Colors Party Weekend. gates opening at NOON on 24th!!!! Kid Chilleens Bad Ass Bbq & Steak House 33150 S Coldwater Road Black Canyon City, AZ 85324 (623) 374-55522. Two days of Amateur boxing, Kickboxing, Bike/Hot Rod show, Motorcycle Swap Meeting. Camping available. Call OZ at 480-745-5052 for Swap Meet spaces and Pre-sale tickets. \$20 in advanced per person. Food, drinks and lots of partying!!!! For flyer click on this link or cut and paste: <http://hamcaznomads.net/Events/FallColorsRun2011.jpg> OR go to AZ Nomads website at: <http://www.hamcaznomads.com/>

### Sept 30th .....S.O.A. MC Bike Night

S.O.A bike night wild bills saloon SW. corner 27th Ave. & Glendale 7pm til whenever music, drink specials,& food come out have a good time FMI contact Hooligan 928-600-4064

### Sept 30th .....LRMC Open House

At our clubhouse 6739 N 60 AV 1blk S of Glendale Av

## OCTOBER 2011

### Oct 1st .....The Huns Annual Hawg Roast

The Huns of the Southwest — Mammoth Chapter present the 10th Annual Hawg Roast and our Remembrance to our fallen Brother Owl at the Know Where 2 located at 1308 W Glenn St., Tucson (formally Gilligan's Pub). \$15 per person, starts at 4pm until .....? Pulled pork Bar-b-Que, music and entertainment. Come out and help us remember our Brother Owl and have some fun at the same time Buck (email: buckskin0369 @ yahoo.com) Website: thehunsmc.com

### Oct 1st .....LDMC Peoria OPEN-HOUSE

Contact: Jacob (email: cobyd\_73 @ yahoo.com

### Oct 7th.....Vietnam Vets MC/Legacy Vets MC Chapter X hosts an Open House

All invited to an Open House with starting at 6pm doors opened. Phoenix Clubhouse at 2612 E Marco Polo Phoenix, AZ. Adults after 9pm.

### Oct 8th ...Spartan Riders OPEN HOUSE

Spartan Riders MC \*OPEN HOUSE\* 6002 West Maryland Ave, Glendale AZ. starts at 6pm til whenever. Food , beverages and good time Tex (email: spartan @ spartanridersmc.com) Website: www.spartanridersmc.com

### Oct 9th .....HAMC-CC Sonny's 73rd Birthday Poker Run and Party

Come Celebrate Sonny's 73rd Birthday on Oct 9th. HAMC Cave Creek Crew hosts Poker Run and Party. Sign in at Steel Horse Saloon at 1818 W Bell Road Phoenix, AZ. 602-942-8778. Starts at 9am. Pack pulls out at 11am. \$20 per bike. \$10 party only. Run Ends and party at Buffalo Chip Saloon 6811 E Cave Creek Rd. Cave Creek, AZ 480-488-9118.

### Oct 14th - 16th .....ACMC hosts Riot on the River

# ACMC Runs, Events, And Happenings

Save the Date Pooh Bear Website:  
www.azcmc.com

## Oct 21st - 22nd .....SAHR MC BIKE RODEO

Southern Arizona Harley Riders MC, 17th Annual Biker Rodeo, \$15.00 pp, Gates open Friday at 2pm, live music, bike show, run shirts, door prizes, kids games, auction, free camping, secure MC parking, DJ, bike games, vendors, 50/50 drawings, Have A Clue Ride, on site poker hands, saturday night bon Fire, Location Arena Bar, 250 N. Prickly Pear Ave, Benson, AZ. For more info contact Suzi Q Run Coordinator 520-249-3939, suzibrack@powerc.net www.sahr.us

## Oct 22nd .....MESA 81 HALLOWEEN PARTY

Mesa Hells Angels welcome all to their Halloween celebration.

## Oct 22nd .....HAMC-CC Anniversary Party

Hell's Angels MC Cave Creek 10 year Anniversary will be opened to Friends and Supporters for the first time. Come celebrate with Cave Creek HAMC Members.

## Oct 22nd..... DRR M/C PRESENT THE 16TH ANNUAL GOING TO THE DOGS POKER RUN

10/22/2011 saturday, dual sign in: Bullhead city AZ. @ Cathiez leather , 2649 hy 95.

Kingman AZ, Porkys pit BBQ 2215 e. Butler ave. sign in times 8;00 am to 11;00 am ends at Kingman Moose Lodge , 302 monroe st. benefits" Mutt Matchers"(a no kill animal shelter) \$5.00 donation per hand. Bring; dog food, leashes, chew toys, blankets, anything you can. All vehicles welcome, bar, band, all the usual run stuff! info call later 928-279-8896 or stoney 928-718-0122 email: desertroadrider-smc@gmail.com web@ www.desertroadriders.com

## Oct 28th .....S.O.A. MC Bike Night

S.O.A bike night wild bills saloon SW. corner 27th Ave. & Glendale 7pm til whenever music, drink specials,&

food come out have a good time FMI contact Hooligan 928-600-4064

## Oct 29th .....Red & White Halloween Bash

Maxx (email: onepercenter @ hotmail.com) Website: www.hamc2son.com \*Save The Date\*

## Oct 29th .....HAMC PHX & CHICO's B-DAY

HAMC Phoenix Anniversary / Chico's B-day For more info go to our web site www.HELLSANGLESPHOENIX.com

## Oct 29th .....ALMA MC's BLACK & GHOUL BASH

3rd Annual BLACK & GHOUL Halloween Bash, 7p at our House, 27th Ave & McDowell. Music, Dancing, Costume Contest & More! \$10 gets you in & a plate of our delicious Mexican food.Chapo (email: Soy.Chapo @ gmail.com

## NOVEMBER 2011

### Nov 5th .....ACMC Meeting

To All ACMC Members: Next ACMC Meeting is Nov 5th 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 Lost Dutchman MC Clubhouse. Mesa, AZ . If you have business or anything to address with the ACMC please also contact Still Ray-Chairman. Any questions or concerns please contact a Board Member. Still Ray (email: Stillhereaz @ aol.com)

### Nov 5th .....Loners Turkey Run

Come Help our Food Bank in the San Tan area with Frozen Turkeys Can Goods Paper Products or just good old CASH. San Tan Chapter will be Hosting this event along with Norton's Country Corner Saloon in Down Town Queen Creek. Ollie email: ollieeastside @ yahoo.com

### Nov 12th .....The Huns Annual Steak Fry

The Huns of the Southwest — Tucson

Chapter invites all to our Annual Steak Fry at the Territorial Bar located at 3727 S Palo Verde Road in Tucson. Everything starts at 5pm until....? Live music by The Effect, drinks and door prizes. All are welcome. Ken thehuns-smc.com

### Nov 19th .....Swap Meet Bike Show

5th Annual Old School Bike Show & Motorcycle Swap Meet - Hosted By Loners M/C Prescott Chapter Mud (email: mudlffl @ yahoo.com) Website: www.lonersmc.org

### Nov 25th .....S.O.A. MC Bike Night

Contact: Hooligan Details: S.O.A bike night wild bills saloon SW. corner 27th Ave. & Glendale 7pm til whenever music, drink specials,& food come out have a good time FMI contact Hooligan 928-600-4064

### Nov 26th .....VIII SOCIETY Party

BIG PARTY AT OUR CLUB HOUSE MORE TO COME CHUEY (email: CHUEYVIII @ HOTMAIL.COM)

## DECEMBER 2011

### Dec 3rd .....HAMC Tucson Charity Run

Red & White Tucson Charity Run and Support Party in Yuma, AZ Maxx (email: onepercenter @ hotmail.com) Website: www.hamc2son.com

### Dec 3rd .....Spartan Riders OPEN HOUSE

Spartan Riders MC -OPEN HOUSE- 6002 West Maryland Ave , Glendale AZ.. starts at 6pm til whenever... Food , beverages and good time...Tex (email: spartan @ spartanridersmc.com) Website: www.spartanridersmc.com

### Dec 3rd .....The Huns Sierra Vista Chapter

The Huns of the Southwest — Sierra Vista Chapter is holding their Annual Toy Run at Buddy's Bar in Sierra Vista. Alamo Joe (email: alamo\_joe43 @ yahoo.com) Website: thehunsmc.com

### Dec 3rd.....Vietnam Vets MC/Legacy Vets MC Chapter X hosts an Open House

All invited to an Open House with starting at 6pm doors opened. Phoenix Clubhouse at 2612 E Marco Polo Phoenix, AZ. Adults after 9pm.

### Dec 4th .....MESA HELLS ANGELS TOY RUN

Website: www.mesahamc.com

### Dec 10th .....Sun Riders Toy Parade

Sun Riders 30th Annual Toy Parade Pre-party. From 12- 6 pm at Kennedy Park. There will be food, drinks, auction prizes, door prizes, 50/50 drawing, Vendors, music and much more. Robin Estep (email: sunridersmc @ hotmail.com) Website: tucsonsunrider-smc.com

### Dec 18th .....CHRISTMAS TREE ANGELS

The Christmas Tree Angel run hosted by the MESA Lost Dutchman MC in conjunction with the Salvation Army, engineered to help make a bright Christmas for those less fortunate children. Bill Bracken (email: billetldmc @ junio.com) Website: lostdutchmanmc.com

### Dec 30th .....S.O.A. MC Bike Night

S.O.A bike night wild bills saloon SW. corner 27th Ave. & Glendale 7pm til whenever music, drink specials,& food come out have a good time FMI contact hooligan 928-600-4064.

## JANUARY 2012

### Jan 7th.....ACMC Meeting

To All ACMC Members: Next ACMC Meeting is Jan 7th 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 location is TBA. If you have business or anything to address with the ACMC please also contact Still Ray-Chairman. Any questions or concerns please contact a Board Member. Still Ray (email: Stillhereaz @ aol.com)

# OBAMA SIGNS LEAD LAW-EXEMPTION BILL FOR KIDS' OFF-HIGHWAY VEHICLES

August 12, 2011

In a victory for families who enjoy responsible motorized recreation, President Barack Obama has signed into law a bill to allow the sale of kids' off-highway vehicles (OHVs) to continue, the American Motorcyclist Association (AMA) reports.

On Aug. 12, Obama signed into law H.R. 2715, introduced by Reps. Mary Bono Mack (R-Calif.) and G.K. Butterfield (D-N.C.). The measure exempts kids' OHVs from the Consumer Product Safety Improvement Act (CPSIA) of 2008, known as the lead law.

The CPSIA, which went into effect on Feb. 10, 2009, banned the making, importing, distributing or selling of any product intended for children 12 and under, including kids' dirtbikes and all-terrain vehicles (ATVs), that contained more than a specified amount of lead in any accessible part that might be ingested.

H.R. 2715 cleared the House by a 421-2 vote on Aug. 1 just before lawmakers went into their summer recess, and earned Senate approval by unanimous consent the same day. The new law is a victory that is the result of nearly three years of intensive efforts by the AMA and its partner organization, the All-Terrain Vehicle Association (ATVA), their members and millions of advocates of

responsible OHV recreation.

"Federal legislators deserve a lot of thanks for their tireless efforts, especially U.S. Rep. Denny Rehberg (R-Mont.), U.S. Sen. Amy Klobuchar (D-Minn.) and all the other lawmakers who supported an exemption," said AMA President and CEO Rob Dingman. "Hundreds of thousands of parents, kids and motorcycling club members responded to AMA calls for action to contact their elected officials and their efforts, along with all those volunteers who circulated petitions and took other actions, brought this issue to the attention of Congress and turned the tide in our favor.

"I'm sure that those letters, emails and telephone calls to Congress had a major impact in convincing lawmakers to exempt OHVs from the lead law," Dingman said. "I'm also convinced that the AMA Family Capitol Hill Climb held on May 26 played a major role, since it put a human face on the issue by showing lawmakers the kids and families who are suffering because of the CPSIA.

"I want to thank Racer X magazine, Dublin Gap Motocross Park, Mason Dixon Riding Association 6 and 7, Tomahawk MX Park, the Middle Atlantic Motocross Association, Budds Creek Motocross Park, High Point Raceway, and advocates such as the Yentzer family and Moto-Patriot Nancy Sabater, who brought young-

sters to Washington, D.C., for the AMA Family Capitol Hill Climb to lobby their lawmakers," he said.

Dingman also thanked other organizations and individuals that worked diligently on the effort, including the Motorcycle Industry Council and Specialty Vehicle Institute of America, which represent the motorcycle and ATV industries; the motorcycle enthusiast and trade media; Sean Hilbert, president of Cobra Motorcycles, which makes kids' dirtbikes; the Coombs family and Tim Cotter of MX Sports, which has conducted the famed AMA Amateur National Motocross Championship featuring thousands of promising young riders for the past 30 years, and Kirk "Hardtail" Willard, president of the Motorcycle Riders Foundation.

"I want to extend a very special thanks to Malcolm Smith, a member of the Motorcycle Hall of Fame, who brought a lot of attention to the unfairness of the lead law when he hosted a media event at Malcolm Smith Motorsports and sold some youth OHVs as a symbolic gesture to protest the law," Dingman said.

The AMA has been at the forefront of the fight to exclude child-sized motorcycles and ATVs from the CPSIA since early 2009. The association has participated in news events to focus media attention on the issue, lobbied on Capitol Hill, and organized

campaigns to encourage riders and parents to contact their federal lawmakers and key decision-makers to exempt kids' OHVs from the CPSIA.

As a result, every single member of Congress, as well as members of the Consumer Product Safety Commission (CPSC), has received powerful statements from members of the AMA and ATVA.

The AMA magnified these efforts through its "Kids Just Want to Ride" campaign. To read more of what the AMA has done in its efforts to exempt kids' OHVs from the CPSIA, go to <http://www.americanmotorcyclist.com/Rights/KeepKidMotorcyclesAndATVsLegal.aspx>.

Aimed at children's toys, the CPSIA ensnared kids' dirtbikes and ATVs because trace levels of lead can be found in parts such as batteries and brake calipers. Other children's products were also affected by the CPSIA, such as books, clothes and microscopes.

The CPSC, which is responsible for implementing the CPSIA, delayed enforcement of certain parts of the law until the end of this year, granting a reprieve for child-sized dirtbikes and ATVs. That gave those concerned about the law time to change it before the reprieve ended.

## EFFECTOR-ELECTRONIC FRONTIER FOUNDATION

### Encrypt the Web with HTTPS Everywhere

EFF, in collaboration with the Tor Project, has launched an official 1.0 version of HTTPS Everywhere, a tool for the Firefox web browser that helps secure web browsing by encrypting connections to more than 1,000 websites. HTTPS protects against numerous Internet security and privacy problems, including the search hijacking on U.S. networks that was revealed by an article published in New Scientist magazine. The article documents how a company called Paxfire has been intercept-

ing and altering search traffic on a number of ISPs' networks. Download HTTPS Everywhere for Firefox now!

### Oppose Congress' Criminal Streaming Bill

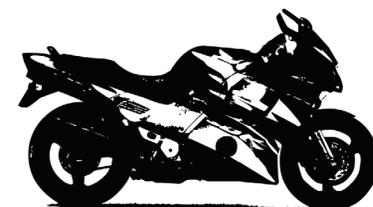
The bill recently approved by the Senate Judiciary Committee is a reckless attempt to attack online streaming by focusing on the "unlawful public performance" area of copyright law. By increasing the criminal penalties for certain online public performances, the bill will impose a chilling effect around the posting and creation

of online video. Moreover, it will hamper the pace of innovation as users, websites, and investors cope with the uncertainty of running afoul of one of the more vague sections of copyright law. If you're in the US, act now and tell your Senators to oppose this shortsighted bill!

### Prosecutors Demand Laptop Password in Violation of Fifth Amendment

EFF has urged a federal court to block the government's attempt to force a woman to enter a password into an encrypted laptop. During

the investigation, the government seized the device from the home she shares with her family, and then asked the court to compel the woman to type the password into the computer or turn over a decrypted version of her data. But EFF told the court that the demand is unconstitutional, violating her Fifth Amendment privilege against self-incrimination.



**ACCIDENT / DUI / CRIMINAL**

**CHUCK**  
**FRANKLIN**  
**LAW**

*"I'VE BEEN DEFENDING  
THE RIGHTS OF ARIZONA BIKERS  
FOR OVER 20 YEARS"*



**(480) 545-0700**

**WWW.CHUCKFRANKLIN.COM**

**ARIZONA'S MOTORCYCLE LAWYER SINCE 1987**

**1920 E University, # 102, Tempe, Az . 85281**

## NCOM BYTES - BILL BISH

AUGUST 2011 compiled and edited by Bill Bish  
National Coalition of Motorcyclists (NCOM)

### NHTSA (AGAIN) PUSHES HELMET LAWS

NHTSA Administrator David Strickland has testified once again before a Congressional committee urging federal action to get motorcyclists to wear helmets. On July 27, during a reauthorization hearing on the National Highway Traffic Safety Administration, Strickland told a subcommittee of the U.S. Senate Committee on Commerce, Science & Transportation that "the most important step we can take to reduce the deaths of motorcyclists on our roads and highways is to assure that all riders wear a DOT compliant helmet." He further stated that, "A grant

program emphasizing the use of motorcycle helmets would be effective in reducing fatalities."

Last year, in response to Congressional testimony from Strickland that increased helmet use is the core component of NHTSA's motorcycle safety plan, U.S. Rep. Jim Sensenbrenner (R-WI) introduced a resolution urging NHTSA to concentrate on motorcycle crash prevention and rider education instead of lobbying for helmet laws.

### SAFEST STATES TO RIDE

According to a statistical analysis from TheStreet.com financial website, the safest state to ride in is North Dakota, with a fatality rate nearly a third the national average, low levels of congestion and high quality road surfaces. In an article "The Safest States for Motor-

cycles" in the August 1st Business Section, writer Greg Emerson points out that, "The truth is that motorcycle riding is up. Way up. Between 1996 and 2005, motorcycle registrations increased 61% while vehicle miles traveled of motorcycles grew only 8.6%, according to the Department of Transportation's Federal Highway Administration. That means a lot of new riders, riding not very far or not very often." In an effort to "help keep all those weekend warriors looking to get on a bike and go riding from losing their heads, we looked at the most recent fatality data -- from 2009 -- to determine which states were the safest for the aspiring Evel Knievels among us. We ranked all 50 states and the District of Columbia to see which ones had the smallest proportion of motorcycle deaths as a proportion of total traffic deaths."

Half of the states fall below the national average of 15.4%, and half above. Here are the 10 states with the lowest ratio of rider fatalities:

Tenth-safest: Vermont - Motorcyclist fatalities: 68; Proportion of total vehicle deaths: 11.8%

Eighth-safest (tie): Virginia - Motorcyclist fatalities: 671; Proportion of total vehicle deaths: 11.5%

Eighth-safest (tie): Kentucky - Motorcyclist fatalities: 745; Proportion of total vehicle deaths: 11.5%

Seventh-safest: Missouri - Motorcyclist fatalities: 806; Proportion of total vehicle deaths: 10.8%

Sixth-safest: Wyoming - Motorcyclist fatalities: 129; Proportion of total vehicle deaths: 10.1%

Fifth-safest: Alabama - Motorcyclist fatalities: 776; Proportion of total vehicle deaths: 9.8%

Fourth-safest: West Virginia - Motorcyclist fatalities: 334; Proportion of total vehicle deaths: 7.5%

Third-safest: Mississippi - Motorcyclist fatalities: 632; Proportion of total vehicle deaths: 7.4%

Second-safest: Nebraska - Motorcyclist fatalities: 211; Proportion of total vehicle deaths: 7.1%

Safest: North Dakota - Motorcyclist fatalities: 135; Proportion of total vehicle deaths: 5.2%

### NEW REPORT REVEALS THAT 1 IN 7 DRIVERS ARE UNINSURED

Summer is the time for road trips, long motorcycle rides and making those daily back-and-forth trips to run household errands. Chances are drivers will not be involved in a vehicle accident during these travels, but everyone likely will be involved in at least one motor vehicle accident in his or her lifetime. Across the United States, chances are roughly one in seven that a driver is uninsured, according to estimates released in April from the Insurance Research Council. The economic downturn is thought to be a major factor in the increase of uninsured motorists, with approximately 13.8% of U.S. drivers being uninsured in 2009 despite laws in most states requiring drivers to maintain minimum coverage. In a new study, "Uninsured Motorists, 2011 edition," the IRC estimates the percentage of uninsured drivers countrywide and in individual states for 2008 and 2009 based on the number of uninsured motorist insurance claims versus the number of bodily injury claims. In 2009, the five states with the highest uninsured driver estimates were Mississippi, 28%; New Mexico, 26%; Tennessee, 24%; Oklahoma, 24%; and Florida, 24%. The five states with the lowest uninsured driver estimates were Massachusetts, 4.5%; Maine, 4.5%; New York, 5%; Pennsylvania, 7%; and Vermont, 7%. The moral? Protect yourself by making sure you're fully covered, with Uninsured and Underinsured Motorist coverage included in your insurance policy!

## RED IRON BROTHERHOOD MC

We support the Arizona Confederation  
of Motorcycle Clubs.  
We support it's mission and the  
battle against discriminaton.



## SURVIVORS CLEAN AND SOBER MC

SUPPORT ALL THE EFFORTS OF  
THE ACMC



### The Huns of the Southwest

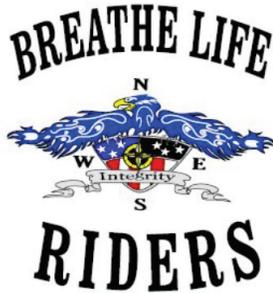


The Huns of the Southwest supports the efforts of the Arizona Confederation of Motorcycle Clubs (ACMC) in their endeavor to preserve the rights of all motorcycle riders. We also support the idea for a safer riding community by educating the public and making them aware of motorcyclists. This can be done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

SUPPORT THE ANTI - DISCRIMINATION WORK THE ACMC IS DOING



### SOBER RIDERS MC

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



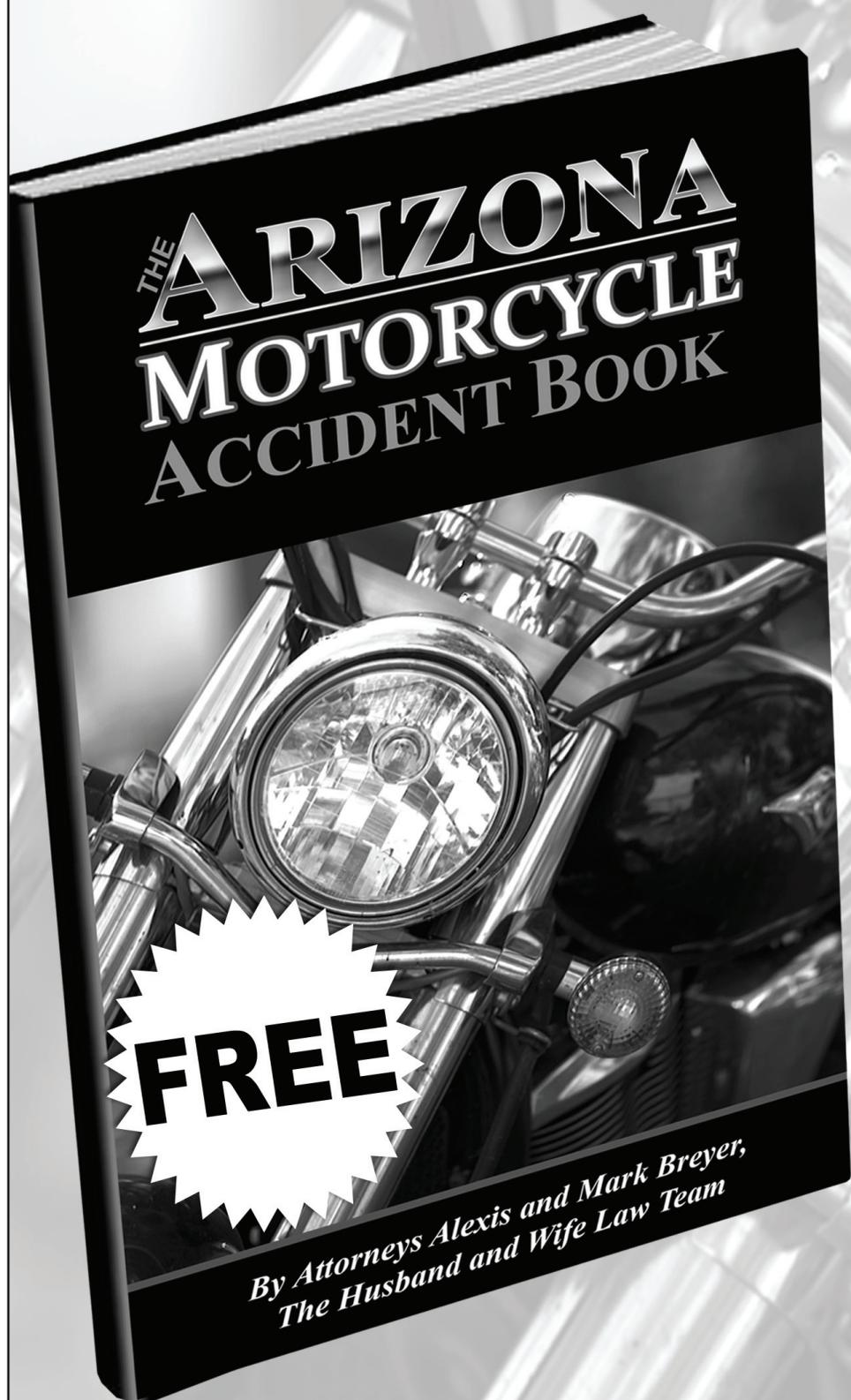
### DESERT THUNDER MC

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

A lot of talk about entitlement these days. My dictionary says that entitlement is when someone has a title, right or claim to something. I would also like to speak of the meaning of amend. We all have heard of constitutional amendments. My dictionary says the meaning of amend is to change for the better. So here is what I am leading up to.

It would seem that many people in government feel by holding office that they are entitled to more than their constituents. Members in Congress just after one term served get a pension for the rest of their lives and the best of medical care as well. Most of us won't receive anything like that. So I suggest that they make some amendments to our constitution. Hmm. Lets see. They could go something like this.

No law may be passed that excludes or finds exempt any member of government, past or present. No elected officials may collect any form of compensation which would include health care as the result of their holding

office once that office has been vacated.

We might go so far as to levy tariffs and taxes on products and goods in such a way that it is not of any advantage to manufacture goods for the American people outside of the United States. We might even pass a fair tax which would tax consumers equally and have no loopholes or deductions. This tax would not do away with income tax. Income tax would be a level percentage straight across the board no exemptions or deductions. That way the more money you made the more you would make but still pay your fair share. I consider myself a conservative person, but at the risk of sounding liberal I feel that social security should be available for all who pay into it and never tampered with.

I also feel Medicare should be available for all. And last of all, money invested inside the US by outside parties must stay in the US. The money must go to the people if we are to ever climb out of this recession. We

are entitled to democracy through our representative Republic but no where were we ever promised capitalism. We kissed that good bye when we bailed out the banks and auto manufacturers. For capitalism to have thrived the businesses poorly ran had to be allowed to fail and the consumer would decide which of those would succeed. We could have given the tax payers the money and been far better off. Now there is no money anywhere to be had except with the rich. My fair tax and straight across the board income tax suggestions would generate the funds. Then this capitol could be disbursed among the people who in turn would spend it and stimulate the economy. By the way the recession has had little effect on the countries that practice these ideas. These are just ideas I have that have grown from observations I have made.

But a few things are certain. I personally cannot see nor understand why anyone in government figures we will ever solve our economical

problems by laying off workers.

No one in government should be allowed to prosper at the people's expense. Power like control is an illusion. It doesn't last. Its life expectancy is based on how long that power continues to be provided to them. It is in direct proportion to



the tolerance of others. It is the duty of those empowered to look out for those who empowered them. We are still a government of the people, by the people, for the people. Our government has not perished and will not as long as we can vote for those who represent us. Stand up and be counted. That is what you can do for your country.



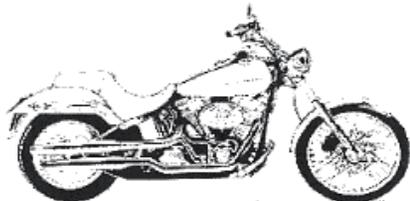
## PIPE DOWN LOOK AROUND



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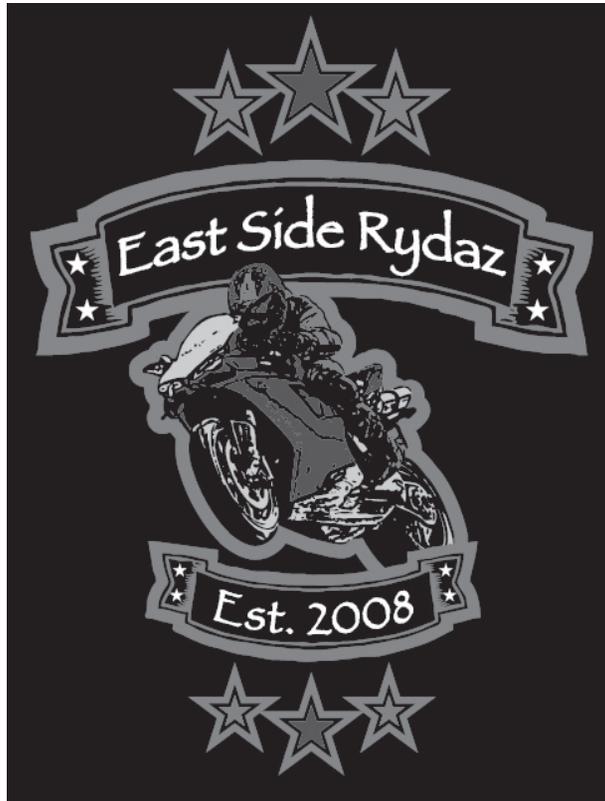
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## NCOM QUARTERLY REPORT-MAY 2011

The NCOM Convention this year was in Albuquerque, NM which made it close enough to drive to and be able to check out the local Restaurants, points of interest and of course the Harley Shop. I always get to the Convention a few days prior to attend the AIM Reps Meeting as the AZ Chief of Staff for AIM and also the Region 9 Co-Director for the NCOM Board. This meeting is important for all the AIM Reps from all over the Country to get together and discuss what has been going on in their local areas, any new or better ideas to get new sign ups for the AIM Program and new Client Sign ups for the Attorneys. The next Meeting I attended was the executive session for the NCOM Board. The Board discusses what National Issues that the Aim Attorneys have or are going to get involved with, when and where the upcoming Regional Meetings, Board Meetings and Conventions will take place. Also we discuss the Silver Spokes Award Banquet and the specific Award Recipients. All of the individual seminars are important and informative, but this time I attended the Aim Attorney Conference. I learned that it is important during

Jury selection that you make prospective Juror's understand the Rules of the road are for everyone and make them feel like it could be them that could be hurt or worse when some drivers do not follow those Rules. Over the last

several years NCOM has been working very hard to reach out to the Sport Bike Community. Sometimes it's hard to reach out to others that look a little different and ride different machines than we ride, but the bottom line is we are all Motorcyclists and the more that we all work together the greater representation we will all have. One of the most important national issues to happen in the last year is the Anti-Profiling Law enacted in the State of Washington. Due to a lot of work, a lot of hours, a great dedication by many motorcyclists and the fantastic speaking ability of Double D of the Outsiders MC, no one wearing Motorcycle attire should any longer be profiled. Hopefully this will be able to set precedence for many other States and all of us as motorcyclists. The Convention always ends with the Silver Spokes Award banquet and that is where awards are given to those special recipients that have done above and beyond for the benefit of all Motorcyclists. This year's last year award, the Ron Rolloff Lifetime Achievement Award, was given to Harold "GUNNY" Hutcheson. A lot of you may be familiar with Gunny as he has been writing the Gunny Sack that is a nationally syndicated column in various motorcycle Rags nation wide, and he also is the AIM Rep for Oregon.

Submitted by MUSKRAT Region 9 Rep

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## STAY EDUCATED AND VIGILANT!

### Are Warrantless Cell Phone Searches Legal? – June 2, 2011

By Stephanie Rabiner

Though state & federal courts are divided on the issue, it seems as though warrantless cell phone searches are spreading across the country at an alarming rate. How is this even legal? According to courts in California, Florida & Georgia, warrantless cell phone searches are justified under the “search incident to a lawful arrest” exception to the 4th Amendment’s warrant requirement. Because the Supreme Court has not ruled on the issue of warrantless cell phone searches, there is still a lot of confusion amongst courts & civil rights advocates. For instance, the Ohio Supreme Court has nixed warrantless cell phone searches, but CNN reports that the California Supreme Court has approved them. The general consensus amongst courts that have approved the searches is that they are permitted as a search incident to a lawful arrest. This area of law basically says that upon a lawful arrest, police may search a suspect’s person, clothing & the area within his immediate reach in order to ensure safety & prevent the destruction of evidence. The Supreme Court has also permitted the search of containers found in the suspect’s immediate reach.

Courts that have permitted warrantless cell phone searches to preserve evidence, since police can seize a suspect’s property when booked, & have even equated cell phones to “containers.”

Until the Supreme Court takes a definitive stand on the issue, the future of warrantless cell phone searches will remain uncertain. However, if you are worried about your own cell phone privacy, “lock” your cell phone—

### Do You Have to Consent to a Vehicle Search? – May 25, 2011

By Stephanie Rabiner

Imagine that you’re speeding down the highway when you’re pulled over. Come on, it’s bound to happen at least once. But then something different happens--the officer asks if he can look inside your car. Do you have to consent to the requested vehicle search? No.

There are 3 ways in which police may conduct a roadside vehicle search. The first 2 involve reasonable suspicion & probable cause, both of which require evidence that you’re dangerous, carrying illegal contraband, or have been or will be involved in the commission of a crime. If an officer has sufficient evidence for either of these, he may search part of or all of your car without your permission. The third way in which an officer may legally conduct a vehicle search is if he has the owner’s consent. However, you do not have to consent. To determine how you should respond to an officer, politely ask whether he is making a request to search your vehicle, or whether he has reasonable suspicion or probable cause. If it’s not a request, step away from the car & say nothing. If it’s a request, whether you want to allow a vehicle search is up to you, but if you decide to say No, don’t be rude about it. Kindly tell the officer that, despite the fact that you have nothing to hide, you wish to invoke your Constitutional rights, & will not consent to a vehicle search. If he proceeds to do it anyway, reiterate the fact that you are not consenting, & allow him to conduct the vehicle search. Then do yourself a favor & contact a civil rights attorney to learn about any available legal remedy.

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## HOT AUGUST NIGHTS

The YCBF or Yuma Community Biker Fund held their Hot August Nights Run this past weekend in Yuma AZ. The annual event is to raise money for their Downed Biker Fund.

It was HOT HOT HOT, and I don’t just mean the ladies in attendance. It was 115 degrees Saturday afternoon. It was still over 100 at 5 when the event sign up started at Skin Pen Tattoo on Main Street. There were just over 80 sign ups that ignored the high mercury and supported this event. Several clubs were in attendance the Privateers MC, the Sons of Hell MC and the Sober Riders MC. There were stops at a Dairy Queen, the Son’s of Hell Clubhouse, Liquid Eyewear, and the American Legion.

The end spot was the LZ Bar where some great food was partaken of.

The raffle prizes were awarded and the High hand, a straight flush, was awarded also. A good time was had by most, unfortunately there were 3 mishaps during the run.

Fortunately there were no life-threatening injuries. It was a good time and I will probably attend again next year.

- bodhi
- Sgt at Arms
- Club Chapter
- Sober Riders MC

**MEETING OF THE MINDS**  
 SEPTEMBER 22-25, 2011  
 ABATE OF MICHIGAN  
 ROMULUS, MICHIGAN

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**MEETING OF THE MINDS**  
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Crowne Plaza, 8000 Merriman Road, Romulus, Michigan 48174  
 Call 734-729-2600 for room reservations (\$91 room). Cut-off date: August 21, 2011  
 (Room amenities: Shuttle service, coffee makers, indoor pool and whirlpool, fitness center)

**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. 21st): \$70.00 Current, Individual member / \$80.00 Non-MRF member.  
 Registration rate after Aug. 21st : \$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 ABATE of Michigan, PO Box 309, Millford, Michigan 48381 – 248-685-9150 – www.abateofmichigan.org

# TOO BROKE FOR STURGIS - OFFICIAL STATEMENT

A.B.A.T.E. of Arizona, Inc. ("ABATE") recently was asked to shut down its annual fundraiser, Too Broke for Sturgis ("TBFS"), after a shooting at the event campground left three people dead and one critically injured. Although many details may not be entirely clear at this point, it is obvious that the tragedy had nothing to do with bikers in general or ABATE in particular. As many commentators have already explained, it was something that could have happened anywhere.

In the wake of the shooting, the first incident of its kind in 20 years of TBFS, ABATE faced very difficult decisions. First, it had to decide whether to continue TBFS despite the shooting and secondly had to address questions regarding refunds.

Although ABATE was in no way responsible for what happened, ABATE agreed with Mormon Lake Lodge ("MLL") personnel to shut down the event. Ultimately, ABATE's decisions were influenced by respect for the deceased and their families, concern for the

safety of the participants and its legal rights and responsibilities. Also considered was the fact that ABATE is not an event promoter, but rather a non-profit corporation whose ability to achieve its intended purposes depends heavily on its credibility and legitimacy as an organization.

ABATE had in no way violated any of the terms of its agreement with MLL and had every right to remain on the property. However, respecting the points made by MLL, but without conceding anything with regard to its legal obligations, ABATE did not physically resist its removal from the premises and fully surrendered the property to MLL on Saturday, July 23, 2011. Initially, everyone in attendance was asked to leave by MLL. After ABATE had surrendered the property to MLL control, MLL decided to let the campers stay. People who chose to remain in the event campground that night, did so of their own volition and as guests of MLL.

ABATE's decision regarding refunds has been similarly difficult

as the situation is complex. Many attendees arrived late on Friday, July 23, 2011 and experienced very little of the event. Many people demanded refunds though relatively few were among the last to register. Many of those requesting refunds had been at TBFS from the beginning and stayed on the grounds until Sunday, July 24, 2011. It is impossible for ABATE to verify each attendee's arrival and departure times. Additionally, many attendees asking for refunds signed in under aliases or entered the event without paying. The logistics of issuing refunds and the potential for fraud factored heavily in ABATE's decision regarding refunds. Moreover, the flyer for TBFS explicitly stated that there would be "no refunds."

In light of these facts, ABATE will not be issuing refunds. ABATE acknowledges that many vendors undertook significant effort and expense to travel to TBFS, but inherent in any business endeavor is a certain amount of risk. ABATE surely would not have issued refunds had weather prevented vendors from operating at TBFS and

there is no reason why this unforeseen circumstance, not caused by ABATE, should be treated any differently.

While ABATE understands that many attendees paid for an event they were not able to fully enjoy, the tragic events at TBFS affected all those in attendance as well as ABATE as a whole. Any money paid to ABATE for TBFS will not profit any individual, but will go to support a cause that should be of great importance to all attendees - MOTORCYCLISTS' RIGHTS. ABATE has done its best to react to the situation in a way that is consistent with its intended purpose and that will enable it to continue serving that purpose for years to come.

ABATE offers its deepest condolences to the victims' families and friends involved in this tragic chain of events and wishes a speedy and complete recovery to the survivor.

A.B.A.T.E. of Arizona, Margie F-State President ABATE of AZ 602-AbateAZ.



# DRRMC 18TH ANNUAL GREAT ESCAPE MOTORCYCLE RALLY

The Desert Road Riders M/C held their 18th Annual "Great Escape" motorcycle rally in Seligman, AZ. June 18th 2011. Weather was great!

The ride up on old 66 is always good. Check in started Friday at noon at the Stage Coach 66 motel. A good time was just beginning to happen. All gathered around the campfire Friday night for some

brotherhood and stories. Sat morning a large group of European riders even came thru to see what was up. The poker walk started at 1200 and off thru Seligman we went.

Everyone returned back just in time for the bike games. Everyone was having a good time, whether watching or participating! A reminder to 1 import rider during the slow races is that the bike may

be lighter, but gravity is a bitch! Heck one group even brought their acrobatic riding team to put on a demonstration after the games. "That's my story and I'm sticking to it!"

Dinner was put on by "Hog Heaven" and the band "3D" provided music into the evening. We had a few items to raffle off and Jimbo our vice president took the stage

to announce. He hit it on the spot when he mentioned during the auction, it isn't about us or having fun, listening to good music, having a cold one.... It's really about the kids! The proceeds raised during the "Great Escape" are used toward our toy run in December. That's what its really about, the kids! The other things aren't 1/2 bad, right? "Later" DRR M/C



# ROUGH RIDERS M/C "PAPAGO CHAPTER" 10TH ANNIVERSARY

The "Papago Chapter" of the Rough Riders Motorcycle Club celebrated their 10th Anniversary on Saturday, August 20th 2011 at the Disabled American Veterans Post #20 in Glendale Arizona. The doors opened at 6:00 pm and from that point on a steady stream of bikers from around Arizona and neighboring states entered for the party.

Those who attended were treated to the Chapters "World Famous Papago Chili" and a new treat this year, "Papago Pulled Pork". The DAV had drink specials for all who were thirsty and live music was

provided by "Hard Ride", who rocked out the hall until 11:00 pm. In addition to the food and music, numerous raffle prizes donated by local business and friends of the Chapter were given away throughout the evening.

The most anticipated give away this evening was the Raffle of the new "2010, 883 Iron Harley-Davidson Sportster that the Chapter had been selling tickets for. The hope was to sell 2000 tickets but in the end only 666 were sold. The winning ticket belonged to Ray Belmontes of Tolleson, AZ. Not a bad investment as he only bought

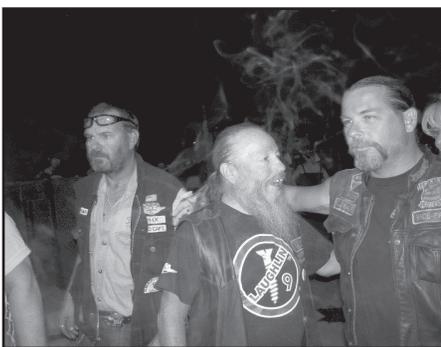
one ticket!

All proceeds from the party will allow the Rough Riders M/C "Papago Chapter" to continue to support local veterans, to include "The Hearts Apart Program" at Luke Air Force Base, The Carl T. Hayden Veterans Home and the U.S. Veteran's Initiative of Phoenix.

As you know, most people don't consider a great party a success unless the cops show up, well they did! Apparently after the motorcycle was given away and most of the attendees started to leave,

someone thought something was happening and called Glendale's finest to the party. But of course the party was already winding down and they just "helped the party" end about 30 minutes early.

The Rough Riders M/C "Papago Chapter" wishes to thank all of their Brothers who made the trip from out of town, all the member and associate clubs of the ACMC and all the independent riders who took the time to attend this kick-ass party. Hope to see you all again next year!



**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.

# CAVE CREEK CREW

**October 9th  
2011**

celebrates

## Sonny's 73<sup>rd</sup>

### Birthday Poker Run



**FLYER NOT FOR SALE**



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**Sign in at 9 a.m.  
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- \* 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
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- \* Don't take the eye test
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- \* Don't be rude or disrespectful to the officer

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## DESERT ROAD RIDERS MC

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 SATURDAY, OCTOBER 22<sup>ND</sup>, 2011**

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# 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 hel-

met 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.



## Motorcycle Riders Foundation Motorcycle Statistics Fact or Fiction?



**Analysis** A number of inaccuracies and inconsistencies have been uncovered in examining data related to motorcycle crashes, injuries and fatalities. If the information is incorrect it can only lead to theories and conclusions that are also incorrect, at the very least, suspect.

**Solution** Since much of the data is obviously flawed and most of the conclusions are therefore speculative at best, the only true solutions to motorcycle safety are proactive measures which prevent a collision from occurring at all rather than reactive steps that may offer some level of injury mitigation only after a crash has already taken place. Rider education that prepares the motorcyclist to interact with other roadway users by learning and practicing the skills necessary for hazard avoidance and developing a strategy to deal with real world traffic is the primary component of a comprehensive motorcycle safety plan. Additionally, educating all motor vehicle operators to be alert and free of impairment as they share the road with others is critical in deterring crashes caused by inattention.

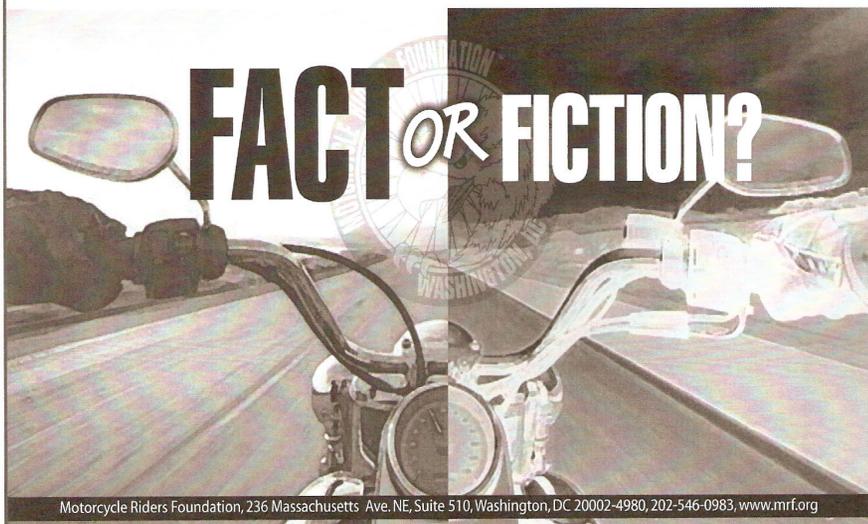
### Training and Awareness are the Keys...



Examples of how the motorcycling community works to address and implement these measures are as follows:

- Lobby** for state legislated rider education programs and work with state program coordinator to develop, promote and improve training courses.
- Present** "Share the Road" programs to driver education classes, civic and social organizations and public meetings.
- Introduce** "Right of Way" legislation that provides prosecutors more opportunities in cases where a motorist's negligence causes injury or death to another.
- Create** Motorcycle Safety and Awareness Month to remind all motor vehicle operators of motorcyclists' presence on the road.
- Deliver** "Ride Straight" messages within the motorcycling culture encouraging everyone to ride and drive free of impairments.

For more information, contact Jeff Hennie, Motorcycle Riders Foundation, 202-546-0983, jeff@mrf.org



Motorcycle Riders Foundation, 236 Massachusetts Ave. NE, Suite 510, Washington, DC 20002-4980, 202-546-0983, www.mrf.org

## FACT OR FICTION?

Motorcycle Riders Foundation, 236 Massachusetts Ave. NE, Suite 510, Washington, DC 20002-4980, 202-546-0983, www.mrf.org

**Possible Errors?** When errors, omissions or inaccuracies are discovered in reports or statistics, it calls into question the integrity of results. Additionally, small numbers can be easily skewed by slight or seemingly insignificant variations. Furthermore, numbers may be exploited if uncharacteristic highs or lows are used as a baseline. None of these discoveries are intended to argue against helmet use, but rather to demonstrate that suggesting a helmet law is not the solution to motorcycle safety. Individual states need to maintain the ability to determine what measures best address the needs and desires of their residents as suggested in the National Agenda for Motorcycle Safety (NAMS)

**FACT** Comparison of studies is complicated due to varying criteria, wherein one report references riders, it is unclear if that includes passengers or specifically operators. Other papers may refer to the numbers of persons, crashes or vehicles intermittently. This can be quite confusing as the numbers are usually very close and are frequently compared in error.

**FACT** A Minnesota motorcyclist survived a crash only to be struck by a car while standing on the road attempting to flag down a motorist for assistance. This was subsequently counted as a motorcycle fatality.

**FACT** A Pennsylvania taxi driver, with multiple suspensions, was responsible for about two percent of the state's total motorcycle fatalities when he caused a crash with three motorcycles and killed five helmeted riders in a single incident.

**FACT** Motorcycle fatalities dropped by 10% in 2009 and preliminary reports indicate that 2010 numbers will be further reduced by at least 2%. The Motorcycle Industry Council advises that sales of replacement tires were up by 6.1% in 2010, suggesting an increase in motorcycle usage. A decrease in fatalities despite an increase in exposure would suggest that motorcycle safety and awareness programs, specifically rider education courses, have been successful.

**FACT** The National Transportation Safety Board has investigated over 120,000 airplane incidents, over 60,000 surface transportation incidents, and just 6 individual motorcycle incidents in their entire 44 year history — Apparently enough investigation to warrant adding mandatory helmet laws for motorcyclists on their "top ten most wanted list".

**FACT** According to preliminary data from the Governors Highway Safety Association, states that have a mandatory adult helmet law had six fewer fatalities in 2010 than in 2009, while free choice states saw a reduction of 74. The state with the single largest decline in fatalities (Texas -60) is a choice state and a state which requires helmets on all riders tied for the greatest increase (New York +24).

**FACT** FARS continues to include "mopeds" in motorcycle crash statistics despite the fact that most states do not require registration of these vehicles. This practice skews the most respected method of measuring the effectiveness of motorcycle safety programs, which is the ratio of accidents, injuries and fatalities per 10,000 registrations.

For more information, contact Jeff Hennie, Motorcycle Riders Foundation, 202-546-0983, jeff@mrf.org

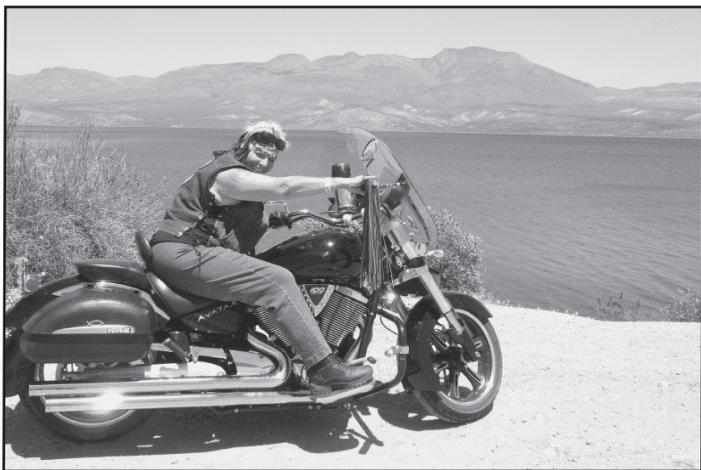
# THE LIFE AND TIMES OF HANDI-SOBER RIDERS MC

My life has gone from great to just plain incredible in just a few short years. MY name is HANDI, I am a patch holder for Sober Riders Motorcycle Club. For just over four years now I have ridden my motorcycle over 80,000 miles and lovin' every minute of it. Most of those miles were to and from runs and events for many clubs and organizations,

including NCOM and charities. I am the Political Activist for the Yavapai Chapter of ABATE and have recently decided to be a part of the Patriot Guard Riders to honor our fallen soldiers. I have been very blessed to have the life I have today and if it were not for the 8 years of being clean and sober this would not have happened. Left to the decisions I was

making way back when, I should be under the dirt, not playing on top of it. I've seen much in the 60+ years I have been a part of the life that goes on around me, and now I have more to share than ever and hope that I am blessed with the faculties to continue to ride my motorcycle side by side with the love I have found in my GOD, DAN, sobriety, and life as it is

going along now. I have had the opportunity to meet so many people in the biker community in many states and being the outgoing person I am, I just keep adding to the list of amazing people. They just seem to be younger and younger now. How cool is that. Thank you all and I will see you in the wind and down the highway.



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SOUTHWEST SWAPMEET  
SEPT. 17**

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ADMISSION IS FREE!**

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DOORS OPEN  
AT 9AM**

**AT  
TUCSON CLUBHOUSE!  
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CHUCKLES'S BIRTHDAY BASH!**

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# W&FMC AND HOG CHAPTER #93 8TH ANNUAL BURN CAMP RUN

Our 8th Annual Burn Camp Run was held on June 13th from Phoenix Fire House #56 through Wickenburg, Wilhoit and up the spars to Prescott Firehouse #1 then on to the AZ Childrens

Burn Camp (Camp Courage) near Groom Creek. The Foundation for Burns and Trauma, Inc. is our primary charity and it provides for the children to attend the Burn Camp. More information about

this organization at [www.azburn.org](http://www.azburn.org). The Burn Camp Run is different from most motorcycle runs in that it is the culmination of a years worth of fund raising by W&FMC and the HOG Chapter #93. When

we arrived at the burn camp we had about 90 riders and a donation check for \$80,000.

Frank, Secretary Whiskey Row Chapter, W&FMC



# SOBER RIDERS MC - EAST VALLEY CHAPTER'S 9TH ANNIVERSARY PARTY

On Saturday, July 30th I was privileged to attend and participate in the 9th anniversary of the East Valley Chapter of Sober Rider's Motorcycle Club. It started at 12:00 PM - Sober Rider's from all over the state including West Valley, Tucson and Northern Arizona started rolling into the BBQ.

Pulled pork, baked beans and macaroni and cheese were just some of the delectable dishes that were being served...prepared by "FULL-SIZE", East Valley President and "Toast", East Valley's Secretary & Treasurer.

Adjacent to the food table was the raffle table with 9 (corresponding with the anniversary) gold and black buckets filled with shirts, gift certificates, candy and motorcycle merchandise, valued at a minimum of \$70 each, thanks to our local business supporters.

In front of the raffle prizes were East Valley's collection of awards, certificates and plaques they had been so graciously awarded over the years. One of the most prized possessions displayed was their "official" chapter certificate beautifully framed and dated 07/21/02.

After dinner was done, the birthday cake was cut and served, the founder of Sober Rider's MC, Pooh Bear, was asked to say a few words about the East Valley Chapter. Pooh Bear shared some funny stories about the early times in Sober Riders, about some individuals East Valley members past and present that have made an impact on him, and reminded all of us that recovery, family and our individual spirituality are the very things that continue us to grow and become the people and members of Sober Riders that we want to be.

"FULLSIZE" was asked to say a few words

about the chapter that he has now been president for over 2 but has been an East Valley member/officer since 2006. He was thankful for all that has come before him, and thanked mostly his current membership that have assisted him in East Valley's continuing effort to serve the motorcycle community as well as his brothers and sisters in and out of Sober Rider's. He also gave recognition to his Vice President "Never-Ready" in being the first female vice president East Valley has ever had.

Trivia - Door and Raffle Prizes

"Lil Late" East Valley's first female Sergeant At Arms posed questions to all the guests about the history of East Valley - although some of the questions were hard to answer, there are some die hard Sober Rider historians!

Then trivia questions were posed about the

current membership of East Valley. "Lil Late" gave clues about each member and guests had to guess who it was - "CandyMan", East Valley's Road Captain, lived up to his name, handing out prizes to guests that had the right answers, delivering winner's their raffle prizes and cash to the 50/50 winner.

Even though the thermometer outside read 113' in the shade - that was nothing compared to the warmth of love that was shared in that room that day.

Thank you East Valley Sober Riders MC... Here's to another 9 years!

Lil Late  
Sober Riders MC  
East Valley Chapter  
Sgt at Arms



# NEWS FROM THE MRF

Bikers Inside the Beltway 2011

FOR IMMEDIATE RELEASE  
13 May 2011

Contact: Jeff Hennie, MRF Vice President of Government Relations and Public Affairs

Bikers Inside the Beltway 2011

Thursday, May 12th, 2011 was the 3rd Annual Michael "Boz" Kerr Bikers Inside the Beltway event in Washington, DC. The event is a national lobby day, sponsored by the Motorcycle Riders Foundation, for motorcyclists to come to Capitol Hill to meet with their elected officials and brief them on all issues affecting motorcyclists at the federal level. This year's event drew hundreds of motorcyclists from 20 States and met with almost 250 elected officials. Some folks rode in from as far away as Arizona, California, and Oklahoma. One of the top issues the attendees were lobbying for was asking their members of the US House of Representatives to sign onto a "dear colleague" letter sponsored by Wisconsin Representative James Sensenbrenner. The "dear colleague" being circulated by Sensenbrenner asks his fellow Members of Congress to sign onto a letter that will go to the Chairmen and Ranking Members of the House Transportation and Infrastructure Committee. The letter asks that the language of H.R. 904 and House Resolution 239 be included in the large Highway Bill that the committee will be drafting later this year. H.R. 904 is a bill that would prohibit future funding of mandatory motorcycle-only roadside checkpoints and H. Res. 239 supports the NHTSA lobby ban and asks the agency to focus on crash prevention rather than injury reduction when addressing motorcycle safety. During the Congressional Panel portion of the day, the group of riders

gathered in a Ways and Means Committee room to hear from a select group of Members of Congress. Addressing the group was Congressman Burgess, the Motorcycle safety caucus co-chair, Mr. Walberg, an avid rider from Michigan, Mr Pallone, a strong supporter of motorcyclists and a 13 term congressman from New Jersey. Wrapping up the day was Congresswoman Michelle Bachman, a presidential hopeful in 2012 and an outstanding advocate for motorcyclists. Thanks to all of these Members of Congress for helping make the day even better. Another highlight of the day was the news that Congressmen Reid Ribble (R-WI) was added to the powerful House Transportation Committee. Congressman Ribble is an avid rider, so he will be a strong advocate and a real asset to the motorcycle community. We look forward to continuing to work with Congressmen Ribble in his new role. Thanks to all who attended and to those who helped support those who attended. This year was a tremendous success.

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MRF News Release - National Transportation Safety Board Updates "Top Ten Most Wanted" List

FOR IMMEDIATE RELEASE  
23 June 2011

Contact: Jeff Hennie, Vice President of Government Relations and Public Affairs

National Transportation Safety Board Updates "Top Ten Most Wanted" List

The National Transportation Safety Board (NTSB) released its yearly update to its "Top Ten Most Wanted" list Thursday, June 23rd. The list is a targeted group of the safety board's ten priorities for the year. Last year for the first time, motorcycle

safety was a target. However, the safety board missed the mark. Their answer to motorcycle safety, at the time, was to ask each State to pass mandatory helmet laws. This was not acceptable to the Motorcycle Riders Foundation (MRF). The NTSB has an extremely brief and inexperienced history with motorcycle safety, so the MRF led the charge with educating their board members and staff. The agency has investigated just 6 motorcycle accidents in their 44 year history of surface transportation investigation. Compare that to the 60,000 other surface transportation incidents and their lack of expertise is obvious. The MRF is pleased that the new recommendations for motorcycle safety no longer call for a helmet law. What the NTSB is now asking for is voluntary helmet use and puts equal importance on crash prevention. The MRF has been key in getting all government agencies to focus on crash prevention over injury reduction for decades. "Of course, the NTSB has a long way to go before they can even be considered amateur motorcycle safety specialists, but this is certainly a step in the right direction" said Jeff Hennie, Vice President of Government Relations and Public Affairs for the Motorcycle Riders Foundation. "This should be considered a victory for motorcycle rights groups who have engaged on this issue" he added.

To read the entire "Top Ten Most Wanted" click here: <http://www.nts.gov/news/2011/110623.html>

To read the specific motorcycle recommendations click here: <http://www.nts.gov/safety/mwl-10.html>

The NTSB is an independent government agency charged with determining the probable cause of transportation accidents and promoting transportation safety, and assisting victims of transporta-

tion accidents and their families. Formed by Congress in 1926, their original charter was to investigate only airline and airplane accidents. In 1967, that charter was expanded to include; marine, pipeline, railroad and highway modes.

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MRF Position Paper on Riding Impaired

A number of years ago the MRF formed the Alcohol Awareness committee as an advisory committee to the Board of Directors. The reason for this committee and the ongoing work is due to the increasing awareness of government agencies of the issue of impaired riding. Impaired riding has been an issue for many years but in the past decade it gained prominence to the point it is a major part of any discussion where motorcycle safety is the topic. The MRF board tasked the committee to develop a program part of which will present the MRF position on impaired riding. The following position paper was presented to the Board at the September 2009 BOD meeting and with minor adjustments agreed upon and approved.

Impaired Riding Position Paper

Impaired riding is increasingly becoming a serious problem causing escalating attention in both the motorcycling community, and the various bureaucracies with oversight of motorcycling fatality statistics. As awareness of this issue increases, individuals and organizations alike must make decisions as to how they will address the concerns of riding impaired.

Impaired riding occurs in a variety of conditions, the most common and probably of most concern is alcohol. Drinking and riding is the most obvious and the

## NEWS FROM THE MRF CONTINUED

most frequently pointed to as a cause of concern. However, impaired riding is also a condition that occurs under the influence of prescription drugs, illegal drugs, and over the counter drugs.

As leaders in the motorcycling community we must educate and inform riders of the hazards and encourage personal responsibility. Impaired riding is cited as the cause of Forty-one percent of the 2,182 motorcycle riders who died in single-vehicle crashes in 2007, they had BAC levels of .08 or greater, (NHTSA). Motorcyclists must face the fact that this number is the one area where the fatalities are in our direct control. If we want to bring about a reduction in the number of

impaired riding fatalities each of us must watch out for ourselves and those we ride with. The Motorcycle Riders Foundation, MRF, has taken the position that individual responsibility is the ultimate way to reduce fatalities. We encourage organizations and riding groups to do what they can to take proactive efforts promoting unimpaired riding. Through outreach campaigns of the risks associated with riding impaired; using education and awareness of the various ways one can become impaired; and promoting and increasing efforts to watch out for fellow riders, we can make a difference and perhaps save a life and at the same time reduce the fatality numbers.

### WIND & FIRE MC



SUPPORTS THE ARIZONA CONFEDERATION  
OF MOTORCYCLE CLUBS

## ACMC MEETINGS 2011

Jan 8th 2011 Hells Angels MC Cave Creek Clubhouse

March 5th 2011 VNV/Legacy Vets MC Clubhouse

April 23rd 2011 Sober Riders MC-Tucson (Ride to Pima County Fair)

May 14th 2011 Spartan Riders MC Clubhouse

July 9th, 2011 Journeymen MC

Sept 10th 2011 Cochise Riders MC TBA

Nov 5th 2011 Lost Dutchman MC Mesa Clubhouse

Jan 7th 2012 Possible date-save it

## REPLICA OF THE VIETNAM MEMORIAL GETS ESCORT INTO LOUISVILLE

Jack Killion has complicated feelings about the Vietnam War, but he had a simple reason for standing in the rain next to a winding mound of dirt at Resthaven Memorial Park along Bardstown Road.

“Panel 03 West has got five of my friends on it,” said Killion, who lives in Rineyville with his wife, Linda.

Soon, atop the mound would rest a 3/4-scale replica of the Vietnam Veterans Memorial — “the Wall” in Washington, D.C., that bears the names of service members who perished in the Vietnam conflict — that travels North America year-round.

Killion said he served in the Army in Vietnam in 1971. Now, he’s a member of Rolling Thunder, a motorcycle organization made up of veterans and their supporters. His membership, he said, is an extension of the camaraderie he felt in Vietnam.

“The only good memories I have from Vietnam are the friends I made,” he said. These include not only the friends who roll with him on motorcycles, but the friends whose names he’ll search for on the memorial wall he was helping erect.

The replica of the Vietnam Veterans Memorial will be on display at Resthaven from Friday to Sunday. It was erected in Louisville mostly by motorcycle clubs whose members are also enthusiastic about preserving the memories of fallen comrades and friends from Vietnam.

They escorted the tractor-trailer carrying the memorial from the Love’s Travel Stop on Cedar Grove Road near Shepherdsville to Resthaven, driving their bikes through the chilly rain.

At the travel stop, the growl of the motorcycle engines — about 85 of them — drowned out the white noise of the highway. Most of the riders wore the common biker rega-

lia: Bandanas, blue jeans and black leather jackets covered in patches denoting their clubs. American flags fluttered from some bikes.

Carey T. Christie, of Rineyville, said he lost a leg below the knee because of an injury from his time in the Army serving in Vietnam. Escorting the wall was a way to honor fallen friends and may help to mend the emotional troubles of Vietnam veterans, said Christie who belongs to the Viet Nam Vets Motorcycle Club.

“We all have a piece of us on that wall,” Christie said. “This brings back memories of the people from over there, but it also brings back bad memories.”

Christie said he hoped the memorial also would serve as a tool to educate younger people about Vietnam.

Upon reaching Resthaven, the bikers and others gathered alongside the base for a memorial commemorating Purple Heart recipients to the soundtrack of a lone bagpipe player. Moments later, the tractor-trailer was opened and pieces of the memorial were unloaded and placed on the wooden base.

The traveling memorial began in 1990 and is provided by Dignity Memorial network, according to the company’s website. Made of faux-granite, the memorial lists every name found on the Vietnam Veterans Memorial in Washington. It has been to Louisville three times before, the last time in 2006 at Evergreen Cemetery, said Jim Caskey, the venue manager for the memorial.

Army Spc. Coty Marks, 21, missed Vietnam by a generation, but he still was moved to ride his motorcycle alongside Vietnam veterans and to observe the raising of the memorial.

“I’ve never seen the Wall,” Marks said. “Just to be able to see this is a privilege.”

# **NCOM - NATIONAL COALITION OF MOTORCYCLISTS: AN IDEA WHOSE TIME HAS COME TRUE**

On January 27, 1986, an idea whose time was long overdue became reality. It was nearly a decade ago that leaders of various motorcycle groups from across America met in Las Vegas to discuss a "coming together" and the overwhelming need for a national voice to protect our life-style and right to ride. The National Coalition of Motorcyclists (NCOM) was born. NCOM is not another association, but rather a bringing together of existing motorcycle groups for the purpose of mutual exchange of information, legislative strategy and the combined strength to fight all that is adverse to the freedom of the road. NCOM has grown to over 2,000 member orga-

nizations representing hundreds of thousands of motorcyclists nationwide. The goal and purpose of NCOM is to assist all motorcycle organizations and individual riders with legal, legislative and other motorcycling issues. The Coalition will not dictate to any organization, but will be available to assist NCOM member groups through such FREE services as legislative assistance, nationwide information network, public awareness programs, safety projects, loan program, biker anti-discrimination legal and legislative assistance, etc. NCOM is managed by bikers for bikers. Through its Board of Advisors comprised of motorcyclists' rights leaders representing

11 regions in North America, and a Legislative Task Force that includes four elected state legislators and one United States Senator plus many other experienced legislative advocates from across the country, we have the talent and expertise to serve the motorcycling community whenever called upon to do so. Each NCOM member group can have one representative on the National Council, a nationwide communications network to facilitate the flow of information from and to NCOM. Unlike other associations, NCOM is not supported by membership dues and does not solicit funds from member groups or individuals. All operating costs are paid through the Aid to Injured

Motorcyclists (A.I.M.) nationwide network of attorneys who are the sole financial support for NCOM. A.I.M. attorneys contribute a significant portion of their legal fees from motorcycle accidents back into motorcycling by providing all the funding for NCOM...a way of recycling money from motorcycling back into motorcycling! All motorcycle groups are invited to join the National Coalition of Motorcyclists regardless of what they ride, the patch they wear or the motorcyclists' rights organization they belong to. If your club or organization is interested in joining NCOM call 1-(800)-525-5355 for further information or join by email.

## **NCOM REPORT 2011**

SkyPilot

In Grants, New Mexico we called our friends from the Final Chapter MC, who met us just inside Albuquerque and they gave us an escort to the hotel check-in, only to find that there was a "National Priests Convention" in the hotel. We went then to a drinking establishment, no questions were asked. We found out later that it was a "no colors" bar! As Final Chapter left, they invited us to dinner at their place on Thursday evening and we agreed. That evening we went to dinner with the people who put the NCOM conference together. Next morning we went to register (we hadn't pre-registered, we will never do that again). They were late getting set up. We finally got to go to breakfast, found a Mexican food place called Celia's. Their red sauce cleaned out our sinuses, the Mexican food there is a lot different than in Arizona. Attended Board Meeting, they recommended we attend the Club and MRO meeting. The NCOM bud-

get for 2012 is \$175,000; down \$75,000 from this year. Hawaii has a new helmet bill as of January, 2011. One of the things is that everyone in New Mexico is "carded" in drinking establishments. I was never carded. Profiling is no longer permitted in Washington State. Information on how this was done is available. Contact the Outsiders MC. Legislative Task Force: Members are Senator Jim Putman, Rick Miera, Moonie from New York, Bobbi Hartmann, Animal (In Country Vets) and Bill Bish. All are members of the Task Force and are available to help with research on bills. Speaker for the city, Chief of Public Affairs apologized to the Biker Community for a stunt that his officers pulled during a charity ride to benefit the Susan G Komen Foundation. They refused to allow the bikers who were "not" wearing a helmet to be escorted on this event. This was a violation of their rights since New Mexico does not have a helmet law. Also, there is a media kit on PDA.

- 1 Press Conference Advisory
- 2 Have spoke's person give background information concerning event or organization
- 3 Spokesperson has to be able to answer questions articulately and accurately
- 4 Keep all questions and answers to 30 seconds

Legislative 101 –

- 1 Keep your eyes on the government
- 2 How to find laws or ordinances up for vote
- 3 How to contact your legislator
- 4 How to become a Lobbyist

How to get Your Point Across - Double D from Washington State

- 1 Be prepared

- 2 Speaker must know the subject

Christian Unity Conference – theme...get ready

1 Curtis Hubbell – After a motorcycle accident some asked God what it was he wanted them to do. He wanted to make a DVD as a Testimony, and then he realized he could do it in person in one day. Luke 6 – the American values have changed, the American Dream is not God's Dream. Don't miss God's Plan, live like it is your last day. Level the playing field.

2 Friar Tuck – The world is changing very fast, a storm is coming. 1st Thess. 5 – War all over the world, 21 countries at war, 247 earthquakes since 2001, shorter days since Japan's earthquake. Lift up brothers that are in need, make sure that friends know the Lord. Live each day like it is your last, if not get on your knees and praise the Lord

## NCOM REPORT 2011

that it was not. John 16:33 If you visit a hospital remember, the visit is not about you or your nation. You have to be called to the ministry.

3 Lil Wolf – Work for one person, Jesus Christ. When you shop, use the “three buy” method. One to use that day, one to store and one for the needy.

Opening – Ringing of the Bell

Speaker was Rick Miera, member of the New Mexico State Legislature and member of NCOM Legislative Task Force.

1 Get Organized

2 Stay Organized

3 Team Up with Outside Groups

Regional Meetings

New Mexico – May is motor-

cycle and bicycle month.

Arizona – HIPPA, awareness road signs, distracted driving and traffic lights

Montana – Has \$1.9 million in safety money.

Wyoming – Smoking ban, speeding when passing, carrying gun without permit, running handlebar height legislation and right of way legislation

Nevada – Helmet bill amended

Colorado - Go to the Capitol, once a week “all day”, working on interlock for motorcycles

N Dakota - \$10 million surplus in state

S Dakota - “Gunner” turns into a “no colors” establishment along with “The Broken

Spoke”. S Dakota bikers are looking for a national boycott of these two bars.

Oregon - Goal is to stop having riders from outside Oregon getting pulled over when visiting Oregon. Put pressure on companies that fire patch holders for being patch holders.

Washington - ABATE had bill repealed that required all riding in a parade to wear helmet. Everyone worked together to adjust Defender Program to fit the state. Every club participated in protest. Do not announce where you are going. Build a database, need name, city and zip-code.

California – All working together, recommends that everyone e-mail Hollister regarding their history. They are leaving out their biker history.

Road Blocks – Motorcycle Only

The first, fourth and fourteenth Amendments are being violated. New York Operation 50/60 grant approved for booze and speed as major cause. Neither cause was pressed at the road blocks. Briefing for the road blocks was held at “Donut Land”! All agencies were paid overtime. Liberty is our right!

Second Amendment

A well-regulated militia, being necessary to the security of a free state. The right of the people to keep and bear arms shall not be infringed. Against gun rights is IAMSA, located in London. Roberta Peters leads this organization in the effort to eliminate guns in the United States via a UN Resolution. UNICEF is a partner in this effort and Canada is leading the agenda. DO NOT SUPPORT U.N. PROGRAMS! For more information go to handgunlaws.us.

## NHTSA UPDATES MOTORCYCLISTS' HELMET RULE

The new certification label will bear the manufacturer's name and helmet model and the words “DOT FMVSS No. 218 Certified.”

May 14, 2011

Motorcyclists' helmets are about to change. The National Highway Traffic Safety Administration published a final rule on May 13 that took effect immediately and is meant to decrease the use of “novelty” helmets while making it more difficult to sell helmets with markings that resemble the current “DOT” label showing compliance with Federal Motor Vehicle Safety Standard No. 218, the motorcycle helmet safety standard issued in 1973.

NHTSA says 5.2 million helmets are sold annually. Its text says 54

percent of motorcyclists in 2010 wore a FMVSS No. 218-compliant helmet, 14 percent wore novelty helmets, and 32 percent did not wear a helmet. “These figures represent a significant reduction in FMVSS No. 218-compliant helmet use compared to 2009, when the comparable figures were 67 percent, 9 percent and 24 percent,” according to the agency. “This reduction in FMVSS No. 218-compliant helmet use is especially significant in the jurisdictions (20 States and the District of Columbia) with universal helmet use laws where the use of compliant helmets dropped from 86 percent in 2009 to 76 percent in 2010 and the use of novelty helmets increased from 11 percent in 2009 to 22 percent in 2010. This 11 percentage point increase in novelty helmet use in jurisdictions with universal hel-

met use laws between 2009 and 2010 is evidence of the difficulty encountered by law enforcement officials in enforcing helmet use laws.”

The standard was revised because NHTSA became concerned when injuries and fatalities among motorcyclists increased for 11 consecutive years, until the current recession halted that streak. Deaths more than doubled, according to the Fatality Analysis Reporting System, from 2,116 deaths in 1997 to 5,290 deaths in 2008, and the age group with the largest increase in fatalities (from 760 in 1998 to 2,687 in 2008) was motorcyclists ages 40 and older.

FMVSS No. 218 includes energy attenuation, penetration resistance, chin strap structural integ-

rity, and labeling requirements for on-road motorcycle helmets. According to NHTSA research published in 2004, wearing a helmet certified as conforming to FMVSS No. 218 reduces the risk of dying in a motorcycle crash by 37 percent. NHTSA says its tests of novelty helmets found that they failed all or almost all of the safety performance requirements in the standard.

The new certification label will bear the manufacturer's name and helmet model and the words “DOT FMVSS No. 218 Certified.”

If 10 percent of the motorcyclists now wearing novelty helmets switch to compliant ones, the new rule could save 75 lives, NHTSA says.

# FIRST ANNUAL RALLY FOR MS HOSTED BY DESERT EAGLES MC AND JOURNEYMEN MC



## DUE PROCESS IS A RIGHT

What is the National Motorists Association about?

We support higher speed limits, an end to speed traps, fairer traffic courts, and stopping the use of traffic tickets to generate revenue. We want red-light ticket cameras and photo speed enforcement off our streets, roads, and highways. We oppose road blocks, for any purpose. We want better lane courtesy on our highways and our user fees spent on meeting our needs, not harassing us. Drivers have rights

too, including the right to privacy in our cars and trucks and the right to travel without being tracked and spied upon by our own government. We ask that you join and support us in this effort.

Due Process Is A Right, Right?

James Baxter, NMA President

Fighting a traffic ticket isn't fun, at least for most people. You're playing in an arena where the other side has the home field advantage,

owns the referees, and virtually operates without meaningful oversight. No wonder only a tiny percentage of ticket recipients seriously set out to challenge the charges lodged against them. Still, the justice systems' hackles are up and it senses the need to protect its prerogatives (and its cash flow). Despite the small cadre of often ill equipped, poorly prepared, and over-matched traffic ticket defendants, the courts feel threatened and they are fighting back. Traditionally the courts

have relied on obscure rules, byzantine procedures, inconsistency from court to court and system to system, deliberately unhelpful employees and insider collusion to keep the riff raff at bay. Not good enough anymore; the unwashed masses, in the form of pro-se defendants, keep cluttering up the courtrooms and threatening the vacation plans of the keepers of the law. The new weapon of choice; price the slugs out of the system. Make it too expensive for the average person to even consider fight-

## DUE PROCESS IS A RIGHT CONTINUED

ing a ticket, and woe be to thee who loses his or her challenge. Individual judges have employed economic roadblocks and confiscatory penalties for years, but the practice wasn't systematic. That's beginning to change. Massachusetts started the ball rolling on a grand scale by charging every traffic ticket defendant \$25, non refundable, regardless of guilt or innocence, just to get a hearing in front of a dubiously qualified judge. Upon failing at that level and desiring a more legitimate trial, with some semblance of rules, the erstwhile defendant must cough up another \$50, again, non refundable, for his date in court. Just recently, the Indiana Legisla-

ture, under the guise of corralling a rogue judge who was slapping major fines on defendants because they had the audacity to use up his valuable time, passed a law that systematically increases the fines of ticket defendants who make a point of challenging the traffic ticket industry in court. These people are the thin line that keeps the system half way honest and the legislature (with courthouse boosters) has decided to throttle them with additional fines in excess of \$500! Just watch this trend grow. The passing of hundreds of arcane traffic laws every year, increasing fines to the point that they are challenging car and mortgage payments, making

police officers revenue generators, and Public Private Partnerships like the combination of local governments and ticket camera merchants are creating a growing mass of otherwise passive and apathetic citizens who want to resist the egregious use of the police power to steal their money. Where do they think they can get relief? The courts! Fat chance that. But hope springs eternal. Voting is a right. Many decades ago governments used poll taxes to price minorities out of the voting booth. These people were being denied their right to vote through the government sanctioned use of financial penalties. They weren't called that but that was what

they were. The courts eventually admitted the obvious and prohibited this practice. Due process is a right. Currently the government uses fees, penalties, fines, and a host of non-financial strategies to deny due process to the average citizen who wants to challenge a traffic ticket. The techniques are not always overt, but they serve the purpose of discouraging, if not making it impossible to fight a ticket. But here's the rub, unlike the poll tax, traffic ticket revenue is the mother's milk of state and local court systems. Will they ever willingly pull free of the traffic ticket teat? I fear not. Permission to reprint.



## RIVERSIDE POLICE DEPARTMENT WORKING TO IMPROVE MOTORCYCLE SAFETY

### PRESS RELEASE

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FOR IMMEDIATE RELEASE:

Thursday, June 30, 2011

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Police to increase enforcement aimed at dangerous riders and careless motorists.

The Riverside Police Department will be conducting a specialized Motorcycle Safety Enforcement Operation on September 3, 2011, in an effort to continue lowering deaths and injuries. Extra officers

will be on duty patrolling areas frequented by motorcyclists and where motorcycle crashes occur. Officers will be looking for drivers and riders who are under the influence of drugs or alcohol and cracking down on traffic violations made by motorcyclists as well as other vehicle drivers that can lead to motorcycle collisions, injuries and fatalities. While motorcycle fatalities had been on the rise in California, increasing 175 percent in the last decade, from 204 killed in 1998 to 560 killed in 2008, the trend has changed. In 2009, California experienced a 29.6 percent reduction with 394 motorcyclists killed, and preliminary 2010 numbers indicate another 10 percent drop to 353 motorcyclists killed. In a five year span from 2006 to 2010, the city of Riverside accrued

a total of 9 fatalities and 276 injuries from motorcycle crashes.

California collision data reveals that primary causes of motorcycle-involved crashes include speeding, unsafe turning and impairment due to alcohol and other drugs. The Riverside Police Department is also reminding all motorists to always be alert and watch out for motorcycles, especially when turning and changing lanes. Some of the reduction in riders killed can be attributed to fewer improperly licensed riders. In 2008, 62.7 percent of motorcycle operators killed under age 25 were not properly licensed. In 2009, that statistic fell to only 45.5 percent. Riders, young and old, are encouraged to be properly licensed and to seek training and safety informa-

tion. "The terrible trend of rising motorcyclist fatalities has been reversed, though there is more that everyone can do to save more lives. Riders and drivers need to respect each other and share the road," said California Office of Traffic Safety Director, Christopher J. Murphy. Riders can get training through the California Motorcyclist Safety Program. Information and training locations are available at [www.CA-msp.org](http://www.CA-msp.org) or 1-877 RIDE 411 or 1-877-743-3411. Funding for this program is provided by a grant from the California Office of Traffic Safety through the National Highway Traffic Safety Administration.

## **SUPPORT FEDERAL LEGISLATION TO PROHIBIT THE FUNDING OF DISCRIMINATORY MOTORCYCLE-ONLY CHECKPOINTS**

Urge your Representative to support today!

The New York State Police implemented a law enforcement checkpoint targeting motorcyclists during Americade, the world's largest motorcycle touring rally held in Lake George, NY. The American Motorcyclist Association (AMA) finds this program discriminatory and inappropriate.

Furthermore, the AMA understands that the York County sheriff's office and the Kennebunkport police departments in the state of Maine conducted motorcycle-only checkpoints (MOCs) the weekend of June 10-13. In a previous alert, the AMA informed the motorcycling community that the Arlington County Police Department of the Commonwealth of Virginia implemented a MOC during Roll- ing Thunder on May 28.

Beginning with the state of New York in 2009 and then the state of Georgia's use of MOCs and now Maine and Virginia, the AMA has been out front on this discriminatory issue from the beginning. Regarding the state of Georgia, it was the only state to receive a grant in the amount of \$70,000 from a National Highway Traffic

Safety Administration (NHTSA) program to create MOCs. The grant will be used to conduct one or more roadside motorcycle-only checks in accordance with what was outlined in the Request for Applications.

The Georgia State Patrol (GSP) will oversee the day-to-day operation of the program. The program in question is the Motorcycle Law Enforcement Demonstrations Grant (DTNH22-10-R-00386). Although the grant has been closed to new applicants as of August 13, 2010. In addition to the Motorcycle Law Enforcement Demonstrations Grant, other NHTSA funds are being spent on these MOCs.

On October 26, 2010, the AMA sent a letter to Georgia's former Governor Sonny Perdue requesting he suspend the implementation of the grant until questions raised by the motorcycling community are addressed. The former governor did not respond to AMA's letter. Therefore, the AMA sent another letter, dated February 15, 2011, to Georgia's newly-elected Governor Nathan Deal. The AMA cautioned riders traveling through the state of Georgia that the GSP may mobilize the MOC during Daytona Bike Week.

On March 9, the GSP did just that on I-95. On the federal side, U.S. Rep. Jim Sensenbrenner (R-WI) and some of his colleagues sent a letter, dated September 30, 2010, to the U.S. Department of Transportation Secretary Ray LaHood.

The congressional letter urged LaHood to suspend the grant program that would expand the highly criticized practice of creating motorcycle-only checkpoints by law enforcement agencies. The AMA strongly supports this important letter.

On March 3, 2011, Rep. Sensenbrenner introduced H.R. 904. This bill would prohibit the Secretary of Transportation from providing grants or any funds to states or local governments to be used for any program to create MOCs.

On May 25, 2011, Rep. Jim Sensenbrenner (R-WI) and 12 of his colleagues sent a letter to the leadership of the House Transportation and Infrastructure Committee in support of including H.R. 904 in the Surface Transportation Reauthorization bill. The AMA has formally questioned the discriminatory practice of this program, administered by the NHTSA. The AMA sent a letter to Administrator Strickland on August 9, 2010,

urging him to suspend the grant program until questions have been addressed.

While law enforcement officials may defend the program as a safety measure, there is no substantive proof of its effectiveness. The practice, first modeled in the state of New York, has drawn the ire of thousands of motorcyclists nationally.

The AMA believes that the best way for NHTSA, states and local jurisdictions to reduce motorcycle crashes is to employ proven strategies, such as rider education and motorcycle awareness programs that decrease the likelihood of crashes from occurring in the first place.

These strategies must be research-based. H.R. 904 is critical to ending the discriminatory practice of MOCs. The motorcycling community needs you to contact your U.S. Representative now to ask them to cosponsor H.R. 904 to end funding for MOCs. Be sure to forward this to your motorcycling friends! The AMA needs motorcyclists to unite against MOCs.

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## **BIKERS' CROSS-COUNTRY TRIP WILL HONOR VICTIMS OF FLIGHT 93**

Ken Nacke and his brother Joey always talked about traveling across America after they retired.

"We always wanted to see Mount Rushmore, Yosemite, Yellowstone," Ken said. "That kind of stuff is what we planned to do."

But Louis "Joey" Nacke didn't get to take those trips. On Sept. 11, 2001, he was a passenger on United Flight 93, the hijacked plane en route to San Francisco from Newark, N.J., that crashed into the Pennsylvania

countryside. He was 42.

Today, Ken and nine other motorcyclists will depart from a Harley-Davidson store near San Francisco International Airport on a cross-country motorcycle trip in his brother's honor. The journey is dubbed "Ride with the Forty," for the 40 passengers and crew members who perished on Flight 93.

"The forty are riding with whoever joins the ride," said Ken, a Baltimore police detective.

This will be the third Ride with the Forty, he said. Two previous rides from Newark to San Francisco raised nearly \$150,000 for the Flight 93 memorial, near the tiny town of Shanksville, Pa. This year, the ride will end there, and a ribbon-cutting ceremony will mark the memorial's opening.

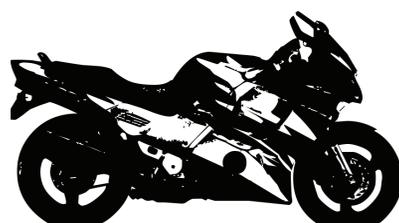
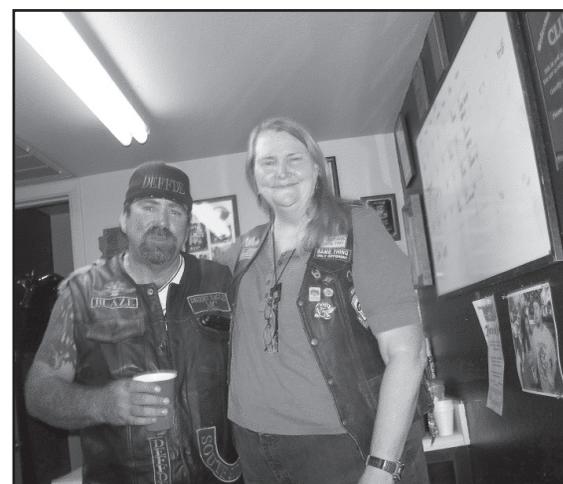
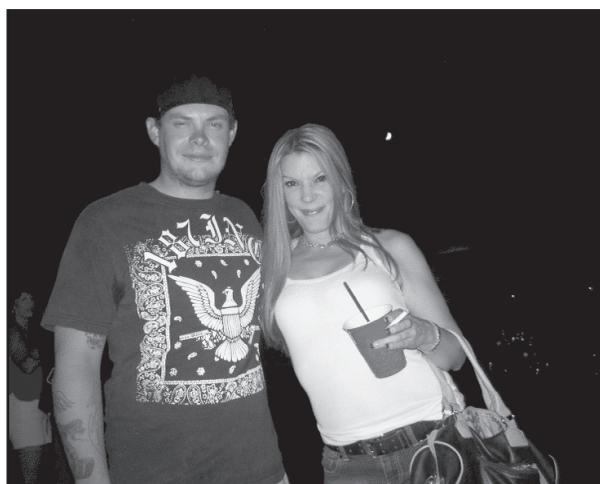
Ken will be joined by his wife and brother, some friends and Erich Bay, whose wife, Lorraine, was a flight attendant on Flight 93. They plan to track their journey with a GPS

locator, and people can follow in real time at RideWithThe40.org.

The group hopes other riders will join in along the route. In the past, Nacke said, they were 150-people strong by the time they reached San Francisco.

"It's not an easy journey," Nacke said. "You're on a motorcycle, the weather plays in, emotions play in. It's really a labor of love."

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