

FREEDOM ISN'T FREE ! GET INVOLVED !



# ABATE of Northern Nevada



**SB177**  
***Nevada Helmet Freedom  
Of Choice Bill***  
***Still Waiting for a Vote***

*March / April 2011*



John Bland, President

the helmet bill this session but Don Gustavson already had. Mr. Gustavson and his assistant Jerry Stacy have devoted a lot of time introducing the bill, getting sponsors and pushing for its passage. We will always be grateful for their ideals and opposition on all laws that take freedom or restrict our rights. Thank you, John Ellison and Janine for speaking in favor during the hearing. We owe a big thank you to Doug Knight and Mary Alise Knight. It wasn't a small task for wheelchair confined Doug to make the trip to Carson to tell the legislators that if he would had been wearing a helmet during his accident it would had broke his neck and killed him. Doug was very nervous about speaking in front of the legislators but he

## MESSAGE FROM THE PRESIDENT

We have fought a gallant battle for freedom of choice this legislative session. Once again the helmet bill dangles in the Senate Transportation Committee chair's hand. Either the chair, Shirley Breeden calls for a vote on SB177 or it dies in her committee. We have lobbied and gained the support of the majority of the Senate Transportation members, I am confident it will pass if the chair calls for a vote. The tone of the Transportation hearing was definitely in our favor. Speakers in support were far more prepared and articulate than the opposition. Janine

Hansen told us it was the best hearing she had ever heard from public support on a bill and Janine has heard a lot of hearings. The usual opposition of law enforcement, Safety Bureaucrats, Medical and Insurance were all there. My impression of them was that they were there only because they were paid to be and they could personally care less. It seemed like the same old fogies, saying the same old stuff. I found it really interesting when law enforcement became so agitated because it was apparent we were kicking their butts with better speakers, better facts and statistics. Our efforts have been coordinated with Southern ABATE, the Northern Confederation, MRF and Bolt and other freedom fighters. We have a new legislator that is a true freedom fighter and supporter of ABATE, her name is Elisabeth Halseth. This young lady replaced Dennis Noland and has an impressive understanding, passion and respect for freedom issues and she is not shy about expressing her opinions during a hearing. Mrs. Halseth told us she was voted into office by motorcyclists. She wanted to introduce

believes strong enough about freedom of choice and did it anyway. Thank you, Tom Wurth for taking the time off work to show your support. (Tom Wurth, impressed with Doug's bravery might even speak during the next hearing) Thank you, Ken Wellington for speaking and addressing issues in regard to law enforcement. Thank you, Dale Andrus for making the trip to Carson and speaking; as well as Donny Wisner for also making the trip. Thank you, John Hobbs for being my lobbying partner and for all the effort and time you have given, and for reminding the legislators about liberty and the principals of government. Thank you Connie for giving your time to be present and giving your time to Ken so he could speak. I want to personally thank all the ABATE members that took the time to email, write and call the legislators, I truly appreciate those of you who stepped to the plate like you have. There is still a good chance that Shirley Breeden will bring SB177 to a vote and it will pass out of the Senate Transportation Committee. SB177 will then go to the Assembly Transportation and once again I will ask you to contact all of these committee members asking for their support.

We have gained a lot of respect and have made many friends in high places; the doors of opportunity continue to open. I am proud to be president of ABATE. As our governments direction is floundering and being questioned, I know ABATE is focused and on the right path. Our patriotism and stance to protect American freedoms, rights and liberties is the right direction and we don't waiver. Our battles are never ending; when we feel beat, we must get up, brush of the dust off and get back in the fight.

Remember, we are Freedom Fighters! We haven't lost until we give up!

John Bland, President  
ABATE of Northern Nevada  
MRF State Representative



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*Photos from the  
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Hearing on SB177*



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FYI:

Here's NRS 486.231. Protective headgear and glasses: Standards; when use required.

1. The Department shall adopt standards for protective headgear and protective glasses, goggles or face shields to be worn by the drivers and passengers of motorcycles and transparent windscreens for motorcycles.
2. Except as provided in this section, when any motorcycle, except a trimobile or moped, is being driven on a highway, the driver and passenger shall wear protective headgear securely fastened to the head and protective glasses, goggles or face shields meeting those standards. Drivers and passengers of trimobiles shall wear protective glasses, goggles or face shield which meet those standards.
3. When a motorcycle or a trimobile is equipped with a transparent windscreen meeting those standards, the driver and passenger are not required to wear glasses, goggles or face shields.
4. When a motorcycle is being driven in a parade authorized by a local authority, the driver and passenger are not required to wear the protective devices provided for in this section.
5. When a three-wheel motorcycle, on which the driver and passengers ride within an enclosed cab, is being driven on a highway, the driver and passengers are not required to wear the protective devices required by this section.

**9. How does a helmet get added to NHTSA's approved helmet list? DOT or NHTSA does not "approve" motorcycle helmets, thus, there is no list of "approved" helmets. The National Highway Traffic Safety Administration (NHTSA) has the statutory authority to issue Federal Motor Vehicle Safety Standards (FMVSS) applicable to motor vehicles and items of motor vehicle equipment, including motorcycle helmets. The law establishes a self-certification process in which the motorcycle helmet manufacturers certify that their products are in compliance with FMVSS No. 218, which establishes minimum performance requirements that the products must meet. NHTSA enforces the standard by randomly selecting and purchasing motorcycle helmets from the marketplace and testing to the requirements of the standard at independent test labs. (from NHTSA's website)**

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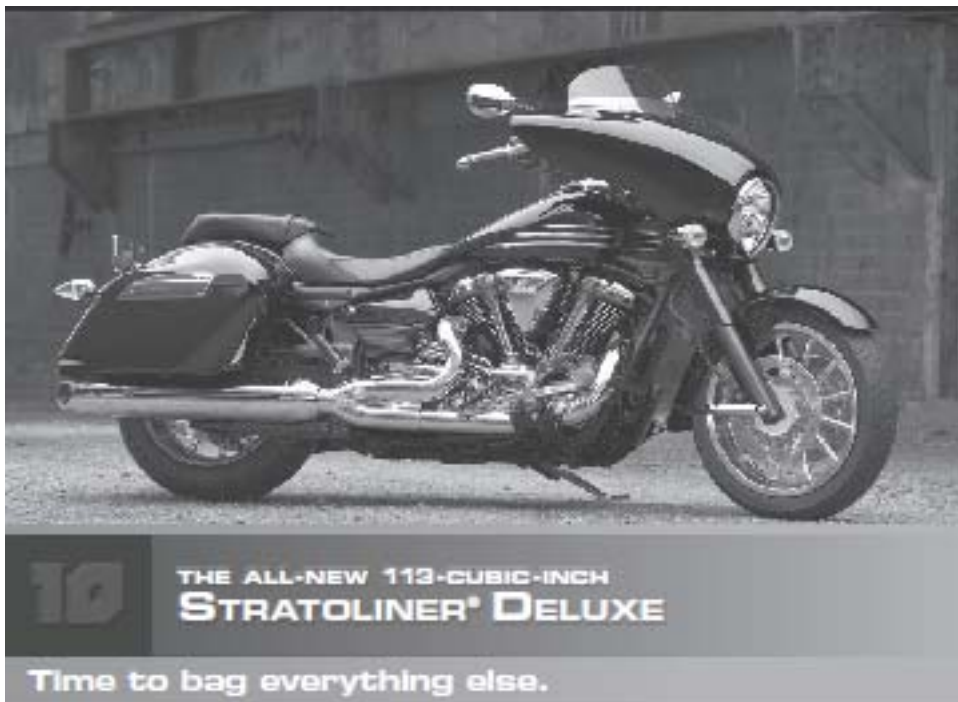
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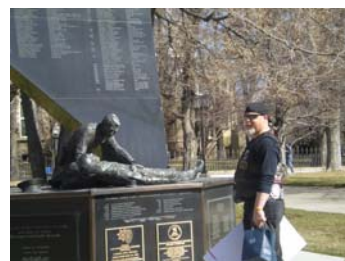


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Thank you Senator Gustavson.



More Photos from Carson City

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**11NR07 - MRF News Release - Congressman Jim Sensenbrenner, Standout****Supporter of Motorcyclists****FOR IMMEDIATE RELEASE****16 February 2011**

Contact: [Jeff Hennie](#), Vice President of Government Relations and Public Affairs

**Congressman Jim Sensenbrenner, Standout Supporter of Motorcyclists**

United States Congressman Jim Sensenbrenner, Jr. (R-WI) has always been a staunch supporter of motorcyclists and this week, he once again went above and beyond the average member of congress.

Sensenbrenner penned a letter to the USDOT last year asking for some clarification on the agency's plan to fund motorcycle-only roadside checkpoints. When the USDOT funded a program in Georgia to the tune of \$70,000 before responding to Mr Sensenbrenner's letter, it ruffled his feathers, so to speak.

The Republican from Wisconsin took another tack and decided to try to defund the program entirely. Sensenbrenner introduced an amendment that would strip all funding for the controversial program. The amendment would make it illegal for the US DOT to use any money to conduct checkpoints or any program to check for helmet useage.

However, the amendment is one of 600 introduced to this particular bill and may not see the light of day. We commend Mr. Sensenbrenner for his defense of motorcyclists and fully understand that the amendment may not receive a vote. We at the Motorcycle Riders Foundation stand by, ready to assist Mr. Sensenbrenner in any way we can.

The MRF will keep you informed on this issue as details develop.

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**11NR06 - MRF News Release - The Kids Just Want to Ride!****FOR IMMEDIATE RELEASE****14 January 2011**

Contact: [Jeff Hennie](#), Vice President of Government Relations and Public Affairs

**The Kids Just Want to Ride!**

The Motorcycle Riders Foundation (MRF) is in support of legislation recently introduced that would allow just that. U.S. Representative Denny Rehberg (R-MT) introduced HR412 earlier this week. This bill would exempt youth motorcycles and ATVs from the current lead ban on children's toys.

"Here again, a law meant to improve children's safety is actually being enforced in a way that puts kids in more danger than ever, while destroying jobs to boot," said Rehberg. "It's critical that we put to rest any confusion once and for all so kids can just get outside and ride. There's no excuse for continued bungling that only stops kids from using the very youth-sized off-road vehicles that are intended to keep them safe."

The MRF urges you to call your U.S. Representative and ask him/her to join the bipartisan group of co-sponsors for HR412. You can reach the Capitol switchboard at 202-224-3121.

**TRANSPORTATION RESEARCH BOARD ANNUAL MEETING**

This week in Washington DC, the Transportation Research Board (TRB) held its annual meeting which offered the opportunity for the Motorcycle and Moped Committee (MMC) to meet as well. The TRB is a group of academics, governments, and private organizations from around the world that meet to discuss essentially every aspect of transportation. The MMC is an advisory committee to the TRB to review academic papers and share information. Jeff Hennie, MRF Vice President of Government Relations and Public Affairs, is a sitting member of the MMC and represents the MRF at each TRB meeting. This year several topics were addressed that are worth mentioning.

First, it seems to be the year of the naturalistic study. The French government has completed one; and as previously reported by the MRF, the Motorcycle Safety Foundation/Motorcycle Industry Council will be doing a naturalistic study as well. Both studies will or did use volunteers and their motorcycles outfitted with cameras, GPS, and data recorders, along with a slew of sensors to measure what the motorcycle does for a set amount of time ranging from six months to a year.

It has been determined that the National Highway Traffic Safety Administration's (NHTSA) federally-funded motorcycle crash study will now be implemented only in Orange County, CA and will investigate only up to 240 crashes. Results will be available 36 months after data collection ends.

A scan of European motorcycle safety programs, laws and infrastructure was recently completed by a team of government types and private groups. The scan revealed some interesting results. The team found out that most of the countries in Europe had very similar ratios with regard to the number of motorcycles on the roads vs. fatalities. In the United States, motorcycles represent about 3 percent of the vehicles on the road, and average about 10 percent of the fatalities each year. In Europe, the ratios for most countries are nearly identical to those in the United States, even though Europe has mandatory helmet laws and graduated licensing, not to mention the fact that it costs about \$1000 to get a motorcycle license.

As always, the MRF will keep you up to date on all happenings in Washington DC that affect street motorcyclists.

----- Forwarded Message -----

**From:** tammy <[blankenboat@charter.net](mailto:blankenboat@charter.net)>  
**To:** Tammy Blankenship <[blankenboat@charter.net](mailto:blankenboat@charter.net)>  
**Sent:** Wed, February 23, 2011 7:30:04 AM  
**Subject:** Be careful and ride safe.

I thought this was a good article to send. Be careful and ride safe.  
Tammy

Ahhh, spring is finally here (we hope) and that faint scent of summer is in the air! More than likely you're a bit rusty on your riding skills and taking a refresher course wouldn't do any harm for all riders, new and elite.

Now that safety should be on your mind, hopefully you are considering taking a rider training course. These courses are available on all levels; entry, experienced and even for the "elite" riders that have a considerable amount of riding experience. Follow these tips below to be sure to help you prepare for the nice weather and ultimately your safety.

### **Safe riding tips for everyday motorcycle riders.**

#### **1: Motorcycle Pre-ride Inspection:**

Before you start your ride, be sure to inspect your bike to ensure it is in optimal riding condition.

Do you know how to perform a T-CLOCS pre-ride inspection? If not, follow these Simple steps

- o Tires and Wheels - Check your tire's air pressure, spokes, tread, brakes and bearings. Ensure that you don't find any damage or cracks of any sort.
- o
- o Controls - Inspect the throttle, levers, switches, hoses and cables.
- o
- o Lights and Electrical - Test your lights and electrical switches to make sure that they are in optimal working condition.
- o
- o Oil and Critical Fluids - Look for leaks in all probable areas. Don't forget to check the hydraulic fluid, fuel levels, oil and coolant levels.
- o
- o Chassis - Prepare for any passenger or load by adjusting your chassis. Inspect your suspension and driving components. Refer to your owner's manual where it will list the proper suspension setting for your motorcycle.
- o
- o KickStand - Check the tension spring.

**2: Be noticeable** - Motorcyclists are harder to spot than cars: Remember that people in cars are not use to all the motorcycle out on the road in spring!!

The majority motorbike accidents arise because car drivers and other motorists do not see the riders. To be safe, riders should consider wearing light or white colored helmets, bright or fluorescent clothing, and using daytime headlights while riding during the day. Motorcycles have a much smaller profile than vans, trucks and even sports cars, so be sure to take extra measures to make sure that other riders and drivers alike know you're on the road at all times. Lastly, drive defensively; keep aware of weather conditions and adjust your mirrors for potential blind spots.

**3: Keep your eyes on the road** - A simple pebble could cause a bailout:

Keep an eye out for upcoming cracks, pebbles, stones, potholes, bumps, traffic, puddles, sand and spills. Ultimately, keep an eye out for sharp turns in the road that will need to be reacted to in a short amount of time.

#### **4: Road hazards:**

Most motorcycle riders can see that roads and bridges can become significantly hazardous when wet and take proper caution, however, it is recommended to note that different road surfaces all have their own types of unique hazards. Keep this list of hazards in mind next time you set out for a nice spring ride:

**Asphalt** - Cold winters, wet roads, potholes and debris can all have a serious impact on the ability to steer properly while on your bike.

**Painted Lines** - Stay away from these at all costs. When dry, they still do not offer the same traction as would asphalt. When wet, they are almost impossible to navigate and can cause serious bailouts.

**Cement** - Cement is usually a little less slippery than asphalt, however, it still has its own challenges. A lot of the time, cement roads are usually manufactured to contain grooves which will aid in draining water. Keep in mind that these groves can be extremely difficult to steer in if they are parallel to your bike. Lastly, cement roads are usually uneven since they are poured in sections so be sure to keep an extra eye out for these potential hazards as well.

#### **5: Ride defensively:**

Keep up with a speed that is consistent with your riding skills and weather conditions. Most accidents occur at intersections! Make sure you are highly alert when you pull up to or drive through one.

When changing lanes, always check your mirrors, blind spots, signal and follow up with a final visual check.

Do not ride on the shoulder or pass on it. Never tailgate and pass other motorists only when it is safe to do so.

*<http://ezinearticles.com/?Spring-Is-Here!-Some-Tips-To-Help-You-Enjoy-Motorcycle-Season&id=1097618>*

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**11NR11 - MRF News Release - NHTSA Requests Motorcycle Safety Money****FOR IMMEDIATE RELEASE****15 March 2011**

Contact: [Jeff Hennie](#), Vice President of Government Relations and Public Affairs

**NHTSA Requests Motorcycle Safety Money**

Administrator David Strickland of the National Highway Traffic Safety Administration (NHTSA) has submitted his 2012 budget request to the Appropriations Committees. One item in particular jumped off the page when the Motorcycle Riders Foundation (MRF) examined the \$860 million request. Section 3011, Motorcycle Safety Grants, includes a \$7 million ask that specifically adds the promotion of DOT compliant helmet use to the fund.

In the past, the motorcycle safety grant program has solely put money toward two areas: teaching people to ride motorcycles and educating the rest of the motoring public to look for motorcycles while driving. Diluting this already small grant program to include helmet use promotion will certainly diminish the effectiveness of the two existing programs.

In a recent Senate hearing, Department of Transportation Secretary Ray LaHood was asked by Senator Lautenberg (D-NJ) to include a mandatory helmet law in his budget request. LaHood responded, "This administration believes that is a State issue." Apparently Strickland did not get that information.

It is troubling that NHTSA, whose mantra should be "crash avoidance," continues to promote "safer crashing." The MRF believes that the best crash is the one that doesn't happen. The MRF will keep you updated on this important issue.

## **ABATE 2011 Events**

### **January**

1/13 Meeting  
1/18 Lobby School with Janine Hansen  
1/27 Play Pool/Bike Night

### **February**

2/3 Play Pool/Bike Night  
2/5 Thank you Party/VFW Hall  
2/10 Meeting  
2/17 Play Pool/Bike Night  
2/24 Play Pool/Bike Night

### **March**

3/3 Play Pool/Bike Night  
3/10 Meeting  
3/17 Play Pool/Bike Night  
3/19 Constitution Class  
3/24 Play Pool/Bike Night

### **April**

4/7 Play Pool/Bike Night  
4/14 Meeting  
4/16 Final Pool Tournament

### **May**

May is Motorcycle Awareness Month  
5/7 Blessing of the Bikes/Poker Run  
5/12 Meeting  
5/20,21,22 Death Valley Run  
5/27 Run-a-Mucca

### **June**

6/9 Meeting  
6/10-12 Best of the West Ogden  
6/16 Bike night/ Elko MC Jamboree

### **July**

7/14 Meeting  
7/15, 16, 17 Taylor Canyon Run & Rodeo

### **August**

8/1 Sturgis  
8/11 Meeting

### **September**

9/3 Labor Day Campout,  
9/8 Meeting  
9/9,10,11 Morrodders Car Show

### **October**

Start Working on Christmas for Kids  
10/13 Meeting  
10/28 Nevada Day Parade?

### **November**

Make Decisions on C4K  
11/10 Meeting  
11/11 Veterans Day Parade  
11/24 Thanksgiving  
11/28, 29, 30 Festival of Trees

### **December**

Christmas for Kids  
12/8 Meeting  
12/10 Parade of Lights

**From:** [kieffner@miners.utep.edu](mailto:kieffner@miners.utep.edu)  
**Sent:** Wednesday, March 02, 2011 1:26 PM  
**To:** [kieffner@miners.utep.edu](mailto:kieffner@miners.utep.edu)  
**Cc:** [ICMS Lane Triplett](#) ; [ICMS Judy Petersen](#) ; [ICMS Stix](#) ; [ICMS Whaleyellie](#) ; [ICMS Wayne](#) ; [ICMS Justin Crawford](#) ; [Brooke Hanson](#) ; [ICMS Charles Coulter](#) ; [ICMS Foothill4X4](#) ; [Chris Lambing](#)  
**Subject:** PSA: ICMS Position in re: Helmet Laws and NHTSA

Public Service Announcement

Here is the complete edited article outlining precisely what the Idaho Coalition for Motorcycle Safety (ICMS) position is in relation to helmet legislation and NHTSA. As is our custom, ICMS is working closely with the Motorcycle Riders Foundation (MRF) on this issue.

Last evening, we gave some of you an opportunity to preview an earlier draft of this article because we value your editorial opinions highly. For those of you who sent us your comments, we thank you very much.

In this final draft, you will notice the title of the article has changed and we have made the last paragraph more clear and concise. We must now wait for direction and coordination from our national MROs including the MRF.

We will keep you advised.

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 Board Member, Idaho Coalition for Motorcycle Safety  
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 Email. [Kieffner@miners.utep.edu](mailto:kieffner@miners.utep.edu)

### **NHTSA Proposes a Travesty for Our 2010 Funds**

The United States Department of Transportation has published its fiscal year 2012 budget justifications. This includes a NHTSA recommendation for the renewal of the 2010 funds that have provided qualifying states with a minimum of \$100,000 per year for motorcycle awareness and rider education programs. The NHTSA recommendations for the new highway bill calls these funds "Section 3011 Funds". The Motorcycle Riders Foundation, with the support of groups like the Idaho Coalition for Motorcycle Safety, has hoped for a reissuance of these funds. An increase in the fund would have been welcome but it stays at the same 7,000,000 per year level. Idaho has received these funds for each of the last three years. The funds have been used in Idaho primarily for the education of motorists about motorcycles.

The writers and lobbyists for the original bill were dismayed when the entire intent of the law was changed by NHTSA rule writers who limited it by excluding programs such as "Impaired Riding". Now they have seen fit to allow for an expanded use of these funds. But in typical NHTSA fashion they have morphed this funding to promote their own agenda rather than expand it for the benefit of riders. **The new rules would encourage the states to promote helmet use and helmet laws.** The following is from NHTSA's publication.

#### ***Sec 3011 Motorcyclist Safety Grants: \$7,000,000***

*The Motorcycle Safety Grant program will continue to encourage States to adopt effective motorcyclist safety programs, providing States additional flexibility to address motorcycle safety problems. This amended program emphasizes State programs that include promoting the use of Department of Transportation compliant motorcycle helmets, increasing efforts to reduce impaired riding, and reducing the number of improperly licensed motorcyclists.*

#### ***HIGHWAY TRAFFIC SAFETY GRANTS Section 3011***

*The Motorcyclist Safety Grants encourage States to adopt effective motorcyclist safety programs. The amended grant program would allow States to expend funds on a comprehensive*

*motorcycle safety strategy, with an emphasis on activities which would increase the use of motorcycle helmets (the most effective means of reducing motorcycle crash fatalities and serious injuries). To date, the grant program has focused on use of funds to deliver rider training and motorist awareness programs. While these are important issues, the lifesaving strategy of increasing the use of motorcycle helmets has not been addressed, even though research has shown that State's that have passed motorcycle helmet laws have reduced their fatalities and injuries. This new Motorcycle Safety Grant program would increase the funds going to the States and expand the uses of these funds to include promoting the use of DOT compliant motorcycle helmets, increasing efforts to reduce impaired riding, and reducing the number of improperly licensed motorcyclists, thus providing States additional flexibility to address motorcycle safety problems.*

### ***Why Is This Particular Program Necessary?***

*Motorcycle fatalities have increased by over 110 percent from 1997 to 2009, while registrations have risen by 103 percent from 1997 to 2008 (latest registration data available). The increase in fatalities has occurred among all age groups and in all regions of the country and has offset safety improvements in other areas, such as passenger vehicle occupant safety.*

### ***How Do You Know The Program Works?***

*Motorcycle helmets are highly effective in protecting motorcycle riders' heads in a crash and are effective in reducing rider fatalities by 22 to 41 % and brain injuries by 41 to 69%. Motorcyclist safety training and public awareness and outreach programs targeting motorists are countermeasures that are prominently featured in most State motorcyclist safety programs. This program will provide States more flexibility in expending grant funding. Funds could be spent on a variety of activities, with an emphasis on enforcement and the promotion of helmet use laws, rather than solely motorcycle awareness and training.*

### ***Why Do We Want/Need To Fund The Program At the Requested Level?***

*We are requesting \$7 million in FY 2012, which is consistent with FY 2010 funding. Motorcycle fatalities have increased by over 110 percent from 1997 to 2009, while registrations have risen by 103 percent from 1997 to 2008. Funds allow States to continue and expand efforts to reduce motorcycle crashes.*

While all states may not choose to use these funds to promote helmets, this one sentence seems to sum up what NHTSA wants to see happen. **“Funds could be spent on a variety of activities, with an emphasis on enforcement and the promotion of helmet use laws, rather than solely motorcycle awareness and training.”** As usual NHTSA uses unverified statistics (*reducing rider fatalities by 22 to 41 % and brain injuries by 41 to 69% and vehicle miles traveled*) to support its reasoning. So now, if this law goes into effect as written, it looks like any state that wants to get a helmet law into effect or any state trying to keep an existing law has just been given a minimum of \$100,000 a year to support their fight. This money is being stolen from the motorcyclists of the United States and the programs that nearly all of us support to advance an agenda that a good many of us cannot and will not support. **As written**, the ICMS would be compelled to lobby for the termination of what has been a positive program here in Idaho. We hope that action by the MRF and AMA will help remove any mention of helmets from this recommendation. It will be a sad day for all motorcyclists if this new rule is passed.

**FREEDOM ISN'T FREE ! GET INVOLVED !**

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**Freedom Isn't Free  
Join A.B.A.T.E. Today**

**Blessing of the Bikes  
Poker Run and BBQ  
May 7th  
Final Pool Tournament  
April 16**

## UPCOMING EVENTS

- **A.B.A.T.E. Meeting: April 14, 2011 at Gold Dust West 6:00 P.M.**  
(A.B.A.T.E. Meetings are held on the second Thursday of every month at 6:00 P.M.)
- **Check the Website for upcoming events. [www.abatennv.org](http://www.abatennv.org)**
- **Pool Tournaments have started, every Thursday but 2nd Telescope Lanes and Blind Onion Pizzeria**
- **Up and Running: [www.nvabatetravel.com](http://www.nvabatetravel.com). If you need to book travel arrangements, do so through [www.nvabatetravel.com](http://www.nvabatetravel.com).**
- **Anyone wishing to advertise in the ABATE newsletter "business card size ad" please contact Deb Bonetti—\$75/6 issues.**

E-mail Deb at [debodyna@frontiernet.net](mailto:debodyna@frontiernet.net) If you'd like to list your event here.

**"The battle for bikers' rights is not about patches, parties or poker runs. We fight to protect the freedom and promote the interests of American motorcyclists ... to defend our right to choose our own modes of transportation, attire and lifestyle ... to deter and defy discrimination against us ... and to vanquish those who violate our rights or right-of-way."--Bruce Arnold**