

NEW MEXICO MOTORCYCLE RIGHTS ORGANIZATION
P.O. Box 25281
Albuquerque, NM 87125

Website: www.thenmmro.org

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THE NMMRO BOARD:

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MEETING SCHEDULE:

NMMRO Monthly Meetings:

May 15, 12 noon
Meeting Location:
1823 Arenal S.W.
(Ed Chaffe's house)

June 19, 12 noon
Athena's Restaurant, 10th & Coal

COC Meeting:

Saturday July 10, 2010
Time To Be Announced
Valencia County Fairgrounds in
Belen

NMMRO Chairperson's Letter

May is National Motorcycle Safety Awareness Month. We hope to promote motorcycle safety awareness throughout the state. It is important to educate those who share the road with us, to look out for motorcycles, and avoid distractions and inattention, such as talking on cell phones and texting while driving. There are too many distracted drivers on the roads causing serious accidents. This is why it is so important we work at passing the Failure to Yield Bill in the 2011 Legislation, which will increase penalties to those who cause injury or death to a motorcyclist.

Thus far, this has been a tragic year for motorcyclists in New Mexico. The media is constantly reporting on accidents involving a vehicle verse the motorcycle, causing significant bodily injury or fatality to the motorcyclist. In most cases I feel the media does not take the time to investigate the facts thoroughly, and the fault is constantly put on the motorcyclist. The number of losses within the last year has created a sizeable amount of shock and grief in our state.

In the month of May we also celebrate Memorial Day. We should take time to remember and honor all the individuals who we have lost and who touched our lives, keep in your hearts their families as they continue life's journey. On May

1st approximately 150 – 200 independent motorcyclists, members of motorcycle clubs, family and friends meet for a memorial ride for independent motorcyclist Larry Ulibarri. Many knew this man who always had a kind word or smile, many had never met him but yet came to offer support to the family of a member of the motorcycle community. Thank you to all who attended.

The NMMRO held their April meeting in Espanola. Thank you to all who attended and to our friends from the Northern part of the state who hosted and help set up the meeting. The meeting was a success and we met a lot of new riders from the North. Thank you to Club Tropicana who allowed us to hold our meeting at their establishment. Thank you to Daniel Dunsworth, President of The Priesthood Motorcycle Ministry who helped coordinate this



meeting. The May NMMRO meeting will host a number of politicians running for office in the June election. State Representative, Rick Miera, Manny Gonzales for Bernalillo County Sheriff, Harry Montoya for Public Land Commissioner, Lawrence Rael for Lt Governor, Dan Serrano for District County Commissioner and Karen Montoya for Bernalillo County Assessor. We are interested in addressing these candidates on issues that face the motorcycle community and see where they stand on these issues. Remember it is important to vote, we can make a difference in who represents our community. Please remember to visit our web-site and feel free to call me with any questions you may have at 505-730-0435. Annette Torrez NMMRO Chairperson

Experienced Rider Course by the New Mexico Motorcycle Safety Program

Even if you've been riding for some time, there's always something new to learn! Increasing numbers of seasoned riders are flocking to the half-day *Experienced Rider Course* to hone their skills and fine tune the mental skills needed for survival in traffic. The course consists of activities that emphasize personal risk management and self-assessment strategies, and on-cycle exercises with emphasis in cornering, braking and swerving.

In order to take the ERC, you need to have the following: A valid motorcycle endorsement or permit, provide your own street legal and safe motorcycle, a helmet. The cost for the ERC is only \$65.00. Many insurance companies offer a discount on your motorcycle insurance if you have completed this course !

For more information please contact David Smith, program manager, by phone: (877)667-8880 or by email:

davidsmith4@comcast.net. The motorcycle rider training web site is www.nm-msp.org.

Safe Riding,
Cassandra

Motorcycle Riders Foundation Representative

Since Barb Alvar's retirement from this position in February of this year, the position of MRF Representative for the state of New Mexico remains vacant.

The NMMRO feels the next MRF Representative should have the following qualities:

1. Should have good communication skills, being able to communicate effectively and tactfully
2. Be able to conduct yourself with respect and professionalism.
3. Maintain a corporal and respectful relationship with the entire motorcycle community.
4. Be willing to address problems that may occur between state motorcycle rights organizations in New Mexico & assist in resolving the problem. This includes listening to all sides concerned and remaining impartial.
5. Should be able to interact with the entire motorcycle community as a whole, which includes all statewide motorcycle organizations, independent riders, and motorcycle clubs.
6. Be willing to appoint assistant MRF representatives throughout the state, in order that all corners of our state are represented.
7. Have mutual respect for the assistant representatives.
8. Be willing to lobby on the issues that affect the motorcycle community.
9. Be willing to travel to Santa Fe and lobby during legislative sessions, including interacting with the senators & representatives.
10. Be knowledgeable on the legislative process and bills that are being brought before legislation that affect the motorcyclists in our state.
11. Needs to report back to the MRF on what is occurring in our state.
12. Be able to represent our state in a favorable manner.

If you or someone you know is interested in this position, or would like to learn more, please contact Annette Torrez.

Condolences

We extend our condolences to the family and friends of Larry Ulibarri, an independent biker who was a friend to many in the motorcycle community. Larry passed away in April due to complications from a bite from a wasp. Larry always supported all the local Toy Runs and many benefit events. We will remember and honor Larry for his kindness, he always had a smile, a kind word or a hug for everyone he encountered. Our thoughts and prayers are with Larry's family in their time of sorrow. A last memorial ride was held for Larry on May 1.

Save the Ta Ta's Submitted by Annette Torrez

The Mz. Behavin' Divas MC and Showstoppers are out to save the Ta-Ta's again. On April 25, they sponsored a benefit ride to raise money in the fight against breast cancer. The ride started at 8:30 AM at Showstoppers and traveled to Cottonwood Mall to join 20,000 walkers In 'Making Strides Against Breast Cancer.' The money raised will help fund early prevention and detection, and support programs and scientific research of breast cancer.

The Mz. Behavin' Divas are also hosting a benefit run on May 16 to raise money to help New Mexico's Foster Children to help improve the quality of life for abused and neglected children. They also hosted a benefit Poker Run to help a gentleman in his fight with laryngeal throat cancer on May 8 in Grants New Mexico. Thank you to The Mz. Behavin' Divas for your helping the community and for being a positive example of what motorcycle clubs in New Mexico can accomplish to support those in need.



Events Calendar 2010

May 20-23	Aspen Cash Rally	Ruidoso
May 28-31	Red River Memorial Day Rally	Red River
June 4-5	Mother Road Rally	Tucumcari
June 18-20	Smokeout Rally	Santa Rosa
July 1-3	NM State HOG Rally	www.nmstatehogrally.com
July 16-18	Fire & Ice Rally	Grants
July 23-25	Rough Rider Rally	Las Vegas
Sept 10-12	Route 66 Festival & Rally	Santa Rosa
Sept 15-19	Golden Aspen Rally	Ruidoso

Motorcycle Safety Awareness

Annette Torrez
NMMRO Chairperson

May is designated Motorcycle Safety Awareness Month throughout the United States. Motorcycle safety awareness is a two part. First that the motorcyclist learn the correct skills to ride and become aware of the hazards of the road, and second to educate and promote awareness to those you share the road with the motorcyclist. Riders are more vulnerable than the driver or passengers in a car or truck. The driver has the protection of a steel cage. The motorcyclist has less protection creating a higher probability of greater bodily injury or death.

Advice to the motorcyclist: Take a Motorcycle Rider Safety Course, get your motorcycle endorsement on your drivers license. Wear appropriate gear, be alert, avoid alcohol and drugs while on a motorcycle that may affect your judgement. Always inspect your motorcycle before each ride and show courtesy and respect to other drivers.

Advice to a motorist: Always respect the motorcyclist, they have the all the privileges of any vehicle on the road. Give the motorcyclist a full lane width of travel. Look out for motorcycles on the highway, especially at intersections. Look once, twice and even three times to make sure how far away the motorcyclist is and how fast they are going. Always anticipate a motorcyclist's maneuver, obstructions such as debris. potholes etc that may be minor annoyances to passenger vehicles can be deadly for a motorcyclist. Never follow a motorcycle too closely. Allow enough room for the motorcyclist to take evasive action.

Please be aware: Drive and Ride with Care.

Letter To The Editor

To the avid motorcyclist:

I would like to take full advantage of this opportunity by thanking all those that took part in the last NMMRO meeting. It was held in the beautiful Espanola Valley, on Saturday, April 17, 2010. A GREAT BIG WARM THANK YOU to ; Mr. Michael Marquez, owner and operator of the "Biker Friendly" Club Tropicana, also to his staff that hosted us. The entire Board of Directors that did a wonderful job of leading the meeting, answering difficult questions and keeping a joyful atmosphere. A very nice gesture in the form of a t-shirt was given by Jorgenson's Custom Welding and Cycle, it was given to the biker who rode his bike the farthest that day to the meeting. It went to Michael Sekiya President of Wind and Fire M/C in Gallup, N.M. who rode about 480 miles to the meeting and back home that day, "way to go Mike". Last but not least I'd like to thank all of you that attended the meeting from near and far. Approximately 50 bikers were in attendance.

My wife Roberta and I were so delighted that the NMMRO was willing to come meet in Northern New Mexico. This meeting was almost monumental to me because I was told that aside from meeting together with the Southern half of our state, it was the first time we met outside of the Albuquerque area. It was simply awesome to be able to assume an active role in this meeting. It revived my spirit of motorcycling and Brotherhood. It was phenomenal how easy the meeting came together, must have been meant to be, HUH! I'm looking forward to many future meetings in the Espanola area.

In closing I would like to challenge every motorcyclist reading this letter to come attend our next meeting. Bring someone with you and rejuvenate your friendship and our momentum. Remember you are the Heart , the NMMRO is the Spirit. I'm happy to be in this family and proud to be a part of us. Thank you for your support and participation.

May God Bless You Abundantly,

Daniel F. Dunsworth,

President of The Priesthood Motorcycle Ministry



MRF E-MAIL NEWS Motorcycle Riders Foundation

236 Massachusetts Ave. NE | Suite 510 | Washington, DC 20002-4980
 202-546-0983 (voice) | 202-546-0986 (fax) | <http://www.mrf.org>

10NR09 - MRF News Release - Motorcycle Fatalities Decrease FOR IMMEDIATE RELEASE 22 April 2010

Contact: [Jeff Hennie](#), MRF V.P. of Government Relations & Public Affairs

Motorcycle Fatalities Decrease

The Governors Highway Safety Association (GHSA) released a report today on motorcycle fatalities. The report claims that motorcycle fatalities are down 16 percent for the first 3 quarters of 2009 and about 10 percent for the year. This is the first significant decrease in over a decade. The decrease in fatalities is not a function of people riding less. Vehicle miles traveled for motorcycles is down one to two percent (the number varies regionally). Miles traveled have also increased in some areas where people are swapping gas guzzler cars for small, efficient motorcycles in order to stretch their pennies as far as possible. After all, motorcycles are the single most affordable form of private transportation available to Americans. In fact, the only addition to motorcycle safety on a national level is the motorcycle safety grant program signed into law in 2005. The program, the brain child of the Motorcycle Riders Foundation (MRF), sends federal highway dollars back to the States earmarked for rider education programs and motorcycle awareness campaigns. It is of course the good work done on a state by state basis, largely by motorcyclists, that ultimately deserves credit for this reduction in loss of life. With the increasing numbers of new and returning riders, and concern over single vehicle motorcycle crashes, rider education and training is the only proactive measure that can truly assist motorcyclists in preventing crashes. Studies have indicated that more than 90% of accident involved riders were without formal training. The next question is - how do you maintain the reduction? Helmet law proponents will use this as a stepping stone to put a mandatory helmet law in place. They will point to the law as the logical next step, which it is not. We were able to achieve this reduction without a national helmet law and we can continue the trend without it. Keeping the numbers down will only be possible through quality rider education and motorist/motorcycle awareness campaigns. And of course continue the MRF's position; focus on crash avoidance and not simply safer crashing and we will save lives.

Read the full report here: <http://www.ghsa.org/html/publications/spotlight/index.html>

10NR08 - MRF News Release - National Mandatory Motorcycle Helmet Law FOR IMMEDIATE RELEASE 16 April 2010

Contact: [Jeff Hennie](#), MRF V.P. of Government Relations & Public Affairs

National Mandatory Motorcycle Helmet Law

The Motorcycle Riders Foundation (MRF) has learned that, in a hearing held this week by the U.S. Senate Environment and Public Works Committee, Senator Frank Lautenberg (D-NJ) repeatedly called for a national mandatory helmet law. The hearing, entitled "Opportunities to Improve Highway Safety," focused on areas that need improvement when it comes to the landscape of highway injuries and fatalities. In his opening statement, Lautenberg said that there should be a mandatory motorcycle helmet law for all riders in America. This is typical for the 86-year-old senator. He has routinely attempted to put a federal mandatory helmet law in place before. Lautenberg currently chairs or sits on every single senate committee that has jurisdiction over roads and road safety. During this hearing, Lautenberg was not alone in his quest for an all-rider federal helmet law. As expected, the spokesperson for the Advocates for Highway Safety also voiced their opinion that a national helmet law is a good idea. Fortunately, the hearing didn't only focus on the helmet debate; in fact, very little of it did. There were other issues covered such as impaired driving, distracted driving, and big trucks. As always, the MRF will keep you informed on this and all issues affecting motorcyclists from Washington DC.



News & Notes

13515 Yarmouth Drive / Pickerington, Ohio 43147 / Phone (614) 856-1900 / Fax (614) 856-1920

GOVERNMENT RELATIONS DEPARTMENT

Posted April 27, 2010

A U.S. House hearing scheduled for Thursday, April 29, will address the Consumer Product Safety Enhancement Act (CPSEA) of 2010. The CPSEA would modify earlier legislation that effectively banned the sale of youth-model dirtbikes and all-terrain vehicles due to onerous lead-content standards.

The CPSEA hearing -- which will be held by the U.S. House Energy and Commerce Committee under the Subcommittee on Commerce, Trade and Consumer Protection -- follows persistent pressure by AMA members and others to address the unintended consequences of the Consumer Product Safety Improvement Act (CPSIA) of 2008. However, despite the importance of resolving problems with the earlier law, the AMA reports concerns with the particular language in the new bill. While the CPSEA would provide the Consumer Product Safety Commission (CPSC) flexibility to issue exclusions to the lead-content standards of the CPSIA, it fails to define key concepts in the bill, which could water down its effectiveness, explained AMA Vice President for Government Relations Ed Moreland.

"There are important phrases in the new bill that must be clearly defined for this legislation to be objective," Moreland said. "Otherwise, the bill is left open to interpretation and, potentially, litigation. Indeed, at least one lawsuit has already been filed with respect to one of these key concepts." The CPSEA does allow for exclusions related to products, materials or components that are not likely to be placed in the mouth under normal use -- language that specifically addresses issues brought up by the motorized recreation community regarding the absence of any likelihood that children will put vehicle parts in their mouths. Without clarification, however, those exclusions are unlikely to have their intended consequence.

Two crucial examples are the phrases "not practicable" and "no measurable adverse effect." The first refers to an exclusion petition having to prove that removing lead from production is neither practicable nor technologically feasible. The second allows for an exemption if there is no adverse effect on public health.

"Because the CPSEA is meant to cast a broad net over children's products covered by the original CPSIA, sweeping language and undefined phrases do not remedy the specific needs of the youth-model off-road motorcycle and ATV community," Moreland said. "AMA members and other motorcyclists need to contact their representatives and let them know that while we're on the right track for finding a solution, that this particular bill does not quite get us there."

Instead, Moreland advocated support for the U.S. Rep. Denny Rehberg (R-Mont.)-sponsored H.R. 1587. H.R. 1587 is separate legislation that would exempt youth-model motorcycles and ATVs from the lead-content limits in the CPSIA.

To contact members of Congress, go to AmericanMotorcyclist.com > Issues and Legislation > Rights

(AmericanMotorcyclist.com/legisltn/rapidresponse.asp), and enter your zip code in the space provided. A pre-written letter also is available to send to your Representative.



THE AIM/NCOM MOTORCYCLE E-NEWS SERVICE is brought to you by Aid to Injured Motorcyclists (A.I.M.) and the National Coalition of Motorcyclists (NCOM), and is sponsored by the Law Offices of Richard M. Lester. For more information, call us at 1-(800) ON-A-BIKE or visit us on our website at www.ON-A-BIKE.com. NCOM BIKER NEWSBYTES Compiled & Edited by Bill Bish, National Coalition of Motorcyclists (NCOM)

HOUSE COMMITTEE APPROVES LANE SPLITTING IN ARIZONA

A bill to allow "Lane Splitting" in Arizona has been unanimously approved by legislative committee.

Also known as white lining, or "filtering" as it is commonly referred to in Europe, motorcycles are allowed to weave between lines of cars in heavy traffic. Such practice is legal in the United States only in California and Washington, D.C., but HB2475 would allow lane splitting through stopped traffic in Maricopa County only to begin with for a one-year trial starting next year.

"The biggest factor on this bill is SAFETY and to try and reduce the number of rear end accidents," said Mick Degan, lobbyist for the Modified Motorcycle Association (MMA) of Arizona. "DPS is behind and support of this bill along with AAA." Also advocating for the measure is former California cop Ted Storck who wrote to the Arizona Republic newspaper; "As an ex-Los Angeles police officer, I support House Bill 2475, which would allow Arizona motorcyclists to split lanes. It is allowed in California and has proven to be safe. I never once investigated an accident where a motorcyclist had an accident due to passing other vehicles in the same lane when the freeways were slow or stopped. However, it did result in more and more people riding motorcycles, cutting down on traffic congestion. Even the head of the California Highway Patrol agrees that this California law should remain in effect. He agrees it cuts traffic congestion and has not resulted in any extra risk to motorcyclists or other vehicles." The lane splitting bill, sponsored by Republican Rep. Jerry Weiers of Glendale, has already cleared two committees in the House and faces a floor vote soon before it can be considered in the Senate.

OHIO MEASURE WOULD MAKE MOTORCYCLE PARKING SAFER

Buckeye bikers will be able to back their motorcycles into angled parking spaces, under legislation unanimously approved by the Ohio House on March 10. Substitute House Bill 204, sponsored by Rep. Tom Letson, D-Hubbard, passed 96-0 and now heads to the Ohio Senate. Under existing state law, motor vehicles parked on public streets and highways cannot face into traffic. That poses a problem for people who drive motorcycles, which don't go in reverse, Letson told reporter Marc Kovac, Dix Newspapers Statehouse Bureau chief. For angled parking spaces, motorcyclists have to physically push their bikes into traffic, creating a dangerous situation.

Letson's bill would allow cycles to be backed into angled spaces, instead. "Many of you are probably asking why this is necessary or what this even means," Letson said. "...The purpose for this legislation is to increase safety on Ohio's roadways and to ease the unnecessary burden on Ohio motorcycle drivers."

HIGHWAY SIGNS DELIVER A MESSAGE

Some of the best riding roads are in California, and a new campaign aims to make the roadways safer for motorcyclists by lighting up over 700 changeable freeway message signs saying "Share the road, look twice for motorcyclist." Following years of lobbying and letter-writing, ABATE of California is now working with state officials to utilize Amber Alert electronic message boards, when not in official use, to display the motorcycle awareness alert to millions of commuters daily. ABATE Executive Director Anthony Jaime says the joint effort with CalTrans, the California Highway Patrol and the California Motorcycle Safety Program "highlights the impact that grassroots organizations like ABATE can have on their government when they actively become part of the process of governance rather than just sitting back and being governed."

The signs displayed the messages statewide for a one-week period during peak drive times, and serves as an example that other states can easily follow since it doesn't cost anything extra to do. Similarly, HB2351 would require the Iowa DOT to use electronic message boards on Hawkeye highways to flash "Watch for Motorcycles" during May for Motorcycle Safety and Awareness Month.

PATCH HOLDERS DENIED ENTRY TO FLORIDA FAIR

About 50 bikers from an array of clubs rolled into the Florida State Fair looking for a good time, but because of the patches on their vests, they were refused entry and turned away. Fair rules, enforced by the Hillsborough County Sheriff's Office, ban gang colors or signs.

But a lawyer representing the bikers says their First Amendment rights have been violated. "They're trying to stifle people's rights by using a blanket policy," said Florida Aid to Injured Motorcyclists (A.I.M.) Attorney Jerry Theophilopoulos. "It's suppressing their right to associate in public."

The banned bikers belong to a wide variety of clubs, from the Outlaws MC to Christian clubs such as the Spirit Riders, and the New Attitudes, a group of clean and sober riders. "The clubs that were with us, none of them have ever gotten into fights at the fair," Theophilopoulos told the St. Petersburg Times. "They're not street gangs, and they are being lumped together." The bikers' lawyer said he called the Sheriff's Office Sat to tell the agency the bikers were coming, and he was told that if they wore their colors, they wouldn't be let in. They tried to go, anyway. "Sometimes you have to make a statement, to stand up for what you believe in," said Jerry T, who also serves as legal counsel for the local Confederation of Clubs.

New Mexico Motorcycle Safety Program Advisory Council Meeting

On April 14, 2010, the New Mexico Motorcycle Safety Program (NMMSPP) held its bi-annual advisory board meeting. This board is made up of people from throughout our state whom have an interest in the motorcycling community. David F. Smith, the NMMSPP Program Manager, heads up the meetings. Also in attendance are representatives from NMDOT/TSB, NMMVD, APD, and state motorcycle rights organizations, people in the motorcycle business, along with NM legislator(s). Annette, Fab & Cassandra from the NMMRO Board were in attendance.

The main focuses of this meeting were training statistics and appropriated funds. Both of these topics are very important to the future of safe riding in New Mexico.

David Smith gave us the charts which show that the number of motorcycle safety courses and enrollment in these courses is down by 30%. This decrease is catastrophic to NMMSPP! If numbers do not increase, the NMMSPP could get its funding cut. As a result of the decrease, The Roswell training site had to be closed. Now there is no training for the entire Southeast corner of New Mexico. This awful news led the council to start brain storming on how to get training not only to that region, but to make training accessible to riders in other regions of New Mexico. We talked a lot about creating a mobile program. We do believe it would be feasible, but need to look at what other states are doing for their mobile programs and also look into the costs more closely.

That leads to the other main topic focus, appropriated funds. There are some funds available and need to be spent by mid June in order that the money is not lost. (The state could take this money to aid in balancing the budget if we are not careful and wise). Some of this money has come from the \$2.00 fee from drivers licenses. It was decided that this state money will be used to purchase motorcycles for the MSP as the current training fleet is ten plus years old. We also decided to use monies from a federal grant on advertising of motorcycle awareness to the public and awareness of the two different courses offered by the NMMSPP.

In other news from the meeting, Mack from the NMMVD informed us that the Cottonwood Mall MVD will be closing by the end of this calendar year due to budget cuts. He was also very concerned about motorcycle endorsements when driver's licenses are renewed. PLEASE check your license carefully when you renew and be sure the endorsement is on your new license! If you fail to do so, and the endorsement is not on your new license, you will have to re-endorse in order to get it back. (Not fun in my opinion).

State Legislator Rick Miera spoke about sponsoring the Failure to Yield Bill. During his talk, he said that the bicyclists are "up in arms" about this bill as well as motorcyclists.

For more information about both the Basic and Experienced Rider courses offered by the NMMSPP, please visit their web site. www.nm-mssp.org.

By Cassandra Fischer

REMINDER...

This is a reminder that NMMRO membership renewals are due in July:

Individual membership is only \$20.00

Individual membership renewal is only \$15.00

Couple membership is \$30.00

Couple membership renewal is \$20.00

Corporate membership is \$100.00 annually.

KIII TV 3 Corpus Christi Texas "Motorcycle Safety Awareness Month" Rally

Brother and Sister Bikers of Texas, and America At-Large - Apr 30, 2010 –

Today in Corpus Christi the South Texas Coalition of Clubs <STCOC> collectively announced to the entire South Texas Coastal Bend Region that the month of May is "Motorcycle Safety Awareness Month." One-hundred-twenty members of the STCOC on over one-hundred or so bikes began gathering at 4am at the Denny's restaurant next to the KIII Channel TV 3 studios. At 05:30 hours we rumbled in force onto the property of the television station, and over a two hour period coalition members were featured live in 3 separate interviews on the local ABC regional affiliate.

Following is the link:

<http://www.kiiitv.com/news/local/92501524.html?skipthumb=Y>

During the interviews many things were said in a spirit of polite professional diplomacy, and truth, letting folks know that we would appreciate more consideration as we all share the roads collectively, not only in the State of Texas, but nationwide as well. We encouraged them to always look twice, look in their blind spots, listen for the sound of motorcycles; not only for bikes, but also for other cages on the roads. We also were asked about justice for our brothers and sisters who have been killed by inattentive cagers over the years. The response was that there has never been consideration of dead bikers by those who are paid by the taxpayers to investigate or prosecute as they do for other accidents with cages, pedestrians, bicycles, etc. We let them know that we are going to begin demanding nationwide that District Attorneys need to start giving us a fair shake as we indeed represent a HUGE voting block of the community. We told them that for every club member of the STCOC that we equate to at least 10-20 votes during election time. We also asked this morning for a show of hands of those who knew someone ever killed on a motorcycle; every hand went up, and then we asked while all hands were in the air how many ever knew of a dead biker or their family ever getting equal justice and representation under the law...every single hand went down!? The preceding is only a synopsis of what I can remember.

The annual "Do You See Me Now Ride" which is a part of the "Share The Road" campaign will take place here in Corpus Christi on Saturday, 22 May 2010. We will begin staging at Labonte Park out on IH-37 at 10am for a ride through Corpus Christi to Flour Bluff. We will go kickstands up at 11am.

In closing, and on behalf of the STCOC, and the US Defenders, we would like to thank all of the clubs and independents who came out early this morning giving unselfishly of their personal valuable time in this effort remembering those of our beloved brother and sister riders who have been killed, and for taking a proactive stance regarding the "Share the Road Campaign", etc.

In His Service, and in Solidarity,

Pastor Jeffrey "Two Knives" Churchill

Ground Zero Biker Church

US Defender Lt. Commander, Region 8

Tips For The Season From Show Stoppers Unlimited

Air Filters: Clearing the Sinuses

Air filters prevent dust and dirt from getting sucked into your engine, but over time they become plugged up with all that dust and dirt. When this happens, your bike doesn't get enough air to properly mix the fuel charge entering your engine, leading to poor performance and increased gas consumption. Air filters are made of paper or foam. Foam filters must be soaked in a special oil. They're located in a bike's air box, a chamber connected to the carburetors. When a filter becomes clogged, you have to replace it (if it is a paper type) or clean it (if it is made of foam).

First, you need to remove the filter. On modern bikes, the air box is usually located under the gas tank or under the seat. See your owner's manual for the removal procedure, since it varies with each model of bike.

Next, replace a paper filter or clean a foam filter. To clean a foam filter, soak it in a nonflammable cleaning solvent, and then gently squeeze it to remove excess dirt. Apply fresh oil, squeeze off any excess oil, and replace the filter.

Replacing a stock, paper air filter with a quality aftermarket filter can noticeably improve your bike's performance. But it would be a good idea to have a qualified mechanic re-jet your carburetors if you use an aftermarket air filter.

Ladies, you too can do this!

PBD

*Athena's Place
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NMMRO Membership

Single Membership \$20.00
Couples Membership \$30.00
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Single \$15.00 Couple \$20.00
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Are you a registered voter? _____

Healing Hands Massage Cassandra Fischer

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