The NMMRO Newsletter

Freedom & Independence Starts Today

NEW MEXICO MOTORCYCLE RIGHTS ORGANIZATION
P.O. Box 27673
Albuquerque, NM 87125-7673

Website: www.thenmmro.org

Volume 2, Issue 6
May/June 2011

Inside this issue:

Chairperson's Letter	1
NM MRF Report	2
No Color Establishments	3
Motorcycle Awareness Month	4
Letters Re: 3/26 Ride for the Cure	5
MRF News	8
AMA News & Notes	9
NCOM e-news	9
CNMMRO Update	10
Calendar of Events	11
Tech Tip:	12
Memberships Forms	12
ABQ Gangs	13
Alt Transportation	14
Walkable Community	14

THE NMMRO BOARD:

Chairman.....Annette Torrez
Vice Chairman.....Courtney Farris
Secretary.....Todd Thompson
Treasurer.....Patty Berry
Sgt at Arms.....Dave Covert
Editor.....Bev Covert
Webmaster....RockHell Thompson
Public Relations...Kimberly Kinter
Club Liaison.....JC Hunter
CNMMRO.....Steve Summers

MEETING SCHEDULE:

NMMRO Monthly Meetings:

May 21, 2011 - 12:00 pm
June 18, 2011 - Following Veterans Run

American Legion Post 49
11005 Central Ave NE Albuquerque,

COC Meeting:

Saturday 7/9/2011- 2:00 pm
2 Minute Warning, Los Lunas

Chairpersons Letter…

April was an amazing and productive month for the New Mexico Motorcycle Rights Organization and the motorcycle community. Our organization got recognition from Governor Susana Martinez. Also in a recent motorcycle run, APD only provided a police escort for motorcyclists wearing helmets and those not wearing helmets were left to fend for themselves without an escort. We addressed this violation of our rights and freedoms; through our efforts and determination in contacting Mayor Berry, Darren White, Chief of Police Ray Schultz and APD, we were able to resolve the issue, and were notified this practice will no longer continue. Thank you to Steve Stucker from Channel 4 News for his support on this issue, and to all who signed and distributed our petition, we will hold on to them in case we need them.

Governor Susana Martinez has issued a Proclamation that May is Motorcyclist and Bicyclist Safety Awareness Month in our state. I had been in contact with her office relaying the purpose of our organization and our mission to save the lives of the motorcyclists on our highways and promote safety awareness. We joined efforts with the bicyclist community again to promote safety to the vulnerable users. It is awesome that our message was heard by the Governor and we hope her proclamation will help with media coverage to get our message on safety to those who share the road with us. I met with David Lapington from the DOT to request assistance in promoting safety and awareness through television commercials and electronic highway signs; to look out for motorcycles. DOT has agreed to run a safety awareness campaign throughout the summer.

Officers of the NMMRO, Northern COC, Defenders Program and MRF, recently met with the Southern Confederation of Clubs to help unite the state, inform, support and advise as they re-establish the Southern COC. Best of luck. In unity we can accomplish much more to benefit the motorcyclists of our state.
The NMMRO will hold officers nominations at the May NMMRO meeting and the election will be held at the August meeting. Officer positions up for reelection are Chairperson, Secretary, Public Relations Officer, Web-Master and Club Liaison. If anyone one is interested or would like to nominate someone for any of these positions, please attend the May and August meeting. We would like to thank Bandido JC Hunter and Todd Thompson (Viking) for stepping up as NMMRO officers and filling the two positions that were vacant. Viking is our new secretary and JC is our new club liaison. JC would like me to share his phone number with all; if anyone ever needs to contact him as Club Liaison you may call him at 505-328-6864.

Steve Stucker Channel 4 News Weatherman has contacted me to request our help in supporting and promoting his motorcycle run during the Red River Memorial Day Weekend, which will benefit The Make a Wish Foundation. The run will leave Red River Saturday May 28 at noon, and travel to the Vietnam Veteran's Memorial Chapel in Angel Fire. The ShadowRiders MC has volunteered to assist him as his road captains for this run. If anyone else would like to help, please contact me. Steve and I will also be riding on the Run to the Vietnam Veterans Wall to DC, as it goes through New Mexico on May 19 and 20th. Everyone is welcome to join us, please see the calendar of events in this newsletter

for more information on both runs.

The June 18 NMMRO meeting at Post 49 will follow the Veterans MC and Mz Behavin Divas MC Motorcycle Run, which will benefit the Veterans Home. There will be food, drink, and a live band to follow our very short meeting with just a few announcements.

Thank you to the following persons for their support to our organization, Channel 4 Weather Man and motorcyclist Steve Stucker, Representative Rick Miera, independent motorcyclists, Steve Martin and his wife who helped us address the helmet discrimination issue and wrote letters to APD, the Black Berets MC for bringing the incident it to our attention, David Lapington from DOT, Lisa Vandruff from Premier Insurance Solution, who continues to help and inform us with insurance issues, and all who support us by attending our meetings and in all you do.

On Memorial Day and every day, remember to thank and support our Veterans and remember the veterans who made the ultimate sacrifice for our freedoms and liberties, also remember all our loved ones who have passed on. I want to share with you some of ShadowRider Candy Man's last words "Live Life to the Fullest". Continue to achieve the possible and the impossible. God Bless you all. Annette

NM MRF Report…

What is happening on a State Level: On March 26, 2011 motorcyclists from Albuquerque and the surrounding area gathered at PJ's Triumph for the 4th Annual Susan G Komen Ride For The Cure. When the ride was ready to begin it was announced that the Albuquerque Police Dept. would only escort helmeted riders. Since no city, county, state or national helmet law exists, this announcement revealed someone's arbitrary decision to discriminate against motorcyclists. The result was that the vast majority of the group (approx. 150-200 riders) headed down the road to the end destination without benefit of the escort that had been arranged for, while APD escorted about 2 dozen helmeted riders behind them. Petitions were distributed to be presented to both the Chief of Police and the Mayor in conjunction with a US Defenders Call To Action requesting that all such discriminatory policies be discarded.

Through efforts of the NMMRO, Steve Stucker, and independent motorcyclist Steve Martin (who participated in the run, see all of the letters beginning on page 5), addressing the issue, there seems to be a resolution according to the following e-mail from Public Safety Officer Darrin White's office.

Ms. Torrez, Director White was not aware of this situation before you brought it to his attention. He has spoken to the APD Chief as well as the Mayor and he asked me to let you know that escorts will not be handled this way in the future. We hope this adequately addresses your concerns. Please share this information with Mr. Martin and anyone else who should be notified.

What is happening on a National Level:
The Motorcycle Riders Foundation, along with ABATE of IL, recently met with the nation's highest ranking transportation official, United States Department of Transportation Secretary Ray LaHood, and National Highway Traffic Safety Administrator David Strickland. The MRF urged Strickland and LaHood to back off on the controversial motorcycle-only roadside checkpoints recently funded by the Agency. Strickland did his best to defend the checkpoints. Other topics of discussion included asking Strickland to change his 2012 budget request, specifically the modification to what is now known as the 2011 motorcycle safety grant program. In Strickland's budget request, he asked that the program be opened up to not only fund rider education and share the road campaigns but also be used for helmet use promotion and helmet use promotion laws. The MRF told Strickland that if he wants to fund helmet campaigns to please find another pot of money to raid, as this program was created by motorcyclists for motorcyclists. Out of his $850 million dollar budget request to attack this $7 million dollar program is just wrong. Certainly, he could find another source of cash for his helmet hunt.

Georgia Department of Public Safety Announces Details of Motorcycle Only Roadside Checkpoints: The MRF reports that the Georgia Department of Public Safety has announced some of the details of the motorcycle-only roadside checkpoints. Lt. Colonel Mark McDonough, explained that the reason for the checkpoints is the rise continued of motorcycle fatalities in the State of GA from 2005-2008. There were 167 motorcyclists killed in crashes in 2008. He did acknowledge the State's education campaign in 2009, which focused solely on raising awareness of motorcyclists with all other road users, and credits the campaign with a 35 % decrease in motorcyclist's fatalities over the previous year. The checkpoints check for proper licensing, DOT helmets, alcohol usage, valid tags, as well the general operating condition of the motorcycle. He also claims that for the average operator with the proper license and equipment the delay

NM MRF Report Cont…

should take about one minute. Lt James Halvorson from the New York State Police, the person that started this whole motorcycle only "safety" checkpoint in the first place, travels around the country teaching other state police departments how to do it correctly on NHTSA's dime. That's right NHTSA has actually hired him as a consultant and he travels all over the country giving these presentations.

Motorcycles Can Run Red Lights in Kansas: The Kansas House approved a bill that will allow motorcyclist to run a red light – but only under certain conditions. Called the "***Dead Red Bill,***" it gives bikers and bicyclists a free pass to go on a red light if the traffic light fails to turn green after a "reasonable period of time." Many motorcycles are not big enough to trigger the traffic light sensor that determines when a light is supposed to turn green. The bill is supposed to prevent motorcyclists and bicyclists from being ticketed or fined for running a red light that did not change because of malfunctioning traffic signals or sensors that don't detect bikes. Before the bill, a biker would have to wait until a car came along to trigger the sensor.

Washington State Governor signed a Bill addressing Motorcycle Profiling in April 2011: AN ACT Relating to motorcycle profiling To BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON: The criminal justice training commission shall ensure that issues related to motorcycle profiling are addressed in basic law enforcement training and offered to in-service law enforcement officers in conjunction with existing training regarding profiling. Local law enforcement agencies shall add a statement condemning motorcycle profiling to existing policies regarding profiling. For the purposes of this section, "motorcycle profiling" means the illegal use of the fact that a person rides a motorcycle or wears motorcycle-related paraphernalia as a factor in deciding to stop and question, take enforcement action, arrest, or search a person or vehicle with or without a legal basis under the United States Constitution or Washington State Constitution.

HONDA WORKING ON MOTORCYCLE SEATBELTS: Honda is working on a system of seatbelts for motorcycles, the belt arrangement is designed for larger touring bikes like the Gold Wing where the rider won't be moving around much in the seat, and the belt can work with the airbag to more effectively reduce injuries. However, Honda apparently has recognized that in a lot of accidents it's better to be away from the bike rather than attached to it, so their new seatbelt system also has elements of ejector seat: When the computer senses that the bike is irretrievably tipping over it releases the entire seat, with the rider still attached, and inflates an airbag backrest. "The idea is that having ejected you, you slide down the road in a sitting position, with the seat between your hide and the asphalt.

Annette Torrez,
New Mexico State MRF
Representative

NO-COLORS Welcome

Establishments as reported by NMMRO members who do not allow colors *or* have refused service to a motorcyclist:

- Twin Peaks Bar and Grill
- T.D.'s
- Stone Face Tavern
- Silva's in Bernalillo
- Uptown Sports Bar
- Horse & Angel Tavern
- Ned's on the Rio Grande
- Cottonwood Mall
- KnuckleHeads – Bar and Grill (ABQ)
- The Library Bar and Grill (downtown)
- Crazy Crocs Tavern in Rio Rancho
- Slate Street – Rio Rancho
- Hard Rock Casino

This list will be updated and published in every newsletter.
Please email Annette Torrez with new submissions or resolutions
atorrez2@msn.com

May is Motorcycle Safety Awareness Month…

Per a request from The New Mexico Motorcycle Rights Organization, Governor Susana Martinez has proclaimed May as Motorcycle and Bicyclist Safety Awareness Month. The Proclamation emphasizes the need for motorists to share the road safely, urging all motor vehicle drivers to be on the lookout for motorcycles and bicyclists; while also reminding motorcyclists and bicyclists to ride responsibly.

Safety, education and training is part of the NMMRO's mission and is crucial to our vision of working closely with the state to assure that the roads of New Mexico are safer for all users; especially for the motorcyclist. With motorcycle and bicycle accidents on the rise, our goal is to reduce the number of fatalities and injuries on New Mexico highways. We met with the NMDOT to request assistance in promoting safety awareness. We have also brought to the attention of DOT a dangerous stretch of road in the town of San Pedro in the East Mountains, in which many persons, (many were motorcyclists) have been injured or killed. Annette went to this area, and took pictures to document the need for better signage, alerting drivers of dangerous turns ahead. Thank you to members of the Final Chapter MC for bringing this to our attention.

While it's the responsibility of **all** motorists to share the road safely, courteously and obey the traffic laws; our intent is help motorists to become more alert and aware of vulnerable road users. Motorists often don't think to look for motorcycles and bicycles on the road, in fact, the most common type of collision occurs when a driver pulls out from an intersection directly in front of a motorcyclist or bicyclist. Usually they say they never saw the bike. That's why it's key for all motorists to be on the lookout for motorcyclists and bicyclists and to respect their right to be there. Look Twice safe a Life. Annette Torrez

STATE OF NEW MEXICO **EXECUTIVE OFFICE** SANTA FE, NEW MEXICO

Proclamation

WHEREAS, PROMOTING PUBLIC SAFETY AND AWARENESS FOR ALL WHO SHARE THE ROAD AND REDUCING THE NUMBER OF FATALITIES AND INJURIES ON NEW MEXICO HIGHWAYS IS A CRUCIAL GOAL; AND

WHEREAS, MOTORCYCLE RIDING AND BICYCLING IS A POPULAR FORM OF EFFICIENT TRANSPORTATION AND RECREATION; AND

WHEREAS, IT IS IMPORTANT THAT THE DRIVERS OF ALL VEHICLES BE AWARE OF ONE ANOTHER AND SHARE THE ROAD, PRACTICING COURTESY, RESPECT, AND OBEYING TRAFFIC RULES; AND

WHEREAS, MOTORCYCLES AND BICYCLES PROVIDE AN ALTERNATIVE FORM OF TRANSPORTATION THAT USES FEWER RESOURCES, CAUSES LESS WEAR AND TEAR ON PUBLIC ROADWAYS, AND INCREASES AVAILABLE PARKING AREAS, REDUCES GRIDLOCK, AND IMPROVES AIR QUALITY; AND

WHEREAS, IT IS ESPECIALLY IMPORTANT THAT THE CITIZENS OF NEW MEXICO ARE AWARE OF ALL ALTERNATIVE ROAD USERS, INCLUDING MOTORCYCLES AND BICYCLES, RECOGNIZING THE IMPORTANCE OF THE SAFETY OF ALL; AND

WHEREAS, THE NEW MEXICO MOTORCYCLE RIGHTS ORGANIZATION AND DUKE CITY WHEELMEN FOUNDATION ARE ORGANIZATIONS THAT ACTIVELY PROMOTE THE SAFE OPERATION OF MOTORCYCLES AND BICYCLES, AND RIDER EDUCATION FOR VULNERABLE ROAD USERS; AND

WHEREAS, THE STATE OF NEW MEXICO CAN HONOR MOTORCYCLISTS AND BICYCLISTS WHO MAKE MANY CONTRIBUTIONS TO THE COMMUNITIES IN WHICH THEY LIVE AND RIDE;

NOW, THEREFORE I, SUSANA MARTINEZ, GOVERNOR OF THE STATE OF NEW MEXICO, DO HEREBY PROCLAIM MAY 2011 AS

"MOTORCYCLE AND BICYCLIST SAFETY AWARENESS MONTH"

THROUGHOUT THE STATE OF NEW MEXICO.

ATTEST

DIANNA J. DURAN
SECRETARY OF STATE

SIGNED AT THE EXECUTIVE OFFICE THIS 26TH DAY OF APRIL 2011.

WITNESS MY HAND AND THE GREAT SEAL OF THE STATE OF NEW MEXICO.

SUSANA MARTINEZ
GOVERNOR

Letters Re: 3/26/11 Ride for the Cure

March 28, 2011

Dear Mayor Berry:

My wife and I participated in the "Susan G. Komen Ride for the Cure" motorcycle event on the 26th of March. We were disappointed by the actions of the Albuquerque Police Department (APD) associated with this event. When we arrived at PJ's Triumph motorcycle shop, the organizers announced that APD would only provide escort for riders wearing helmets. This was a poor decision on APD's part. I am an Emergency Room nurse and strongly believe in wearing helmets and my wife and I were wearing ours. I am also a conservative voter and strongly believe in limited government and am therefore glad that New Mexico does not have a helmet law for adults. Because New Mexico law does not require adult motorcyclists to wear helmets, it was wrong of APD to refuse escort to law abiding bikers without helmets. Their refusal put a significant number of bikers in harm's way. It also seems a little ridiculous to commit that number of APD officers to the ride and then not have them escort as many people as possible since the entire reason for their presence is to make the event as safe as possible.

I have ridden several times on the Toys for Tots ride with thousands of bikers and never before have I seen law enforcement try to separate out riders by their helmet choice. This past Saturday the majority of the participants, including my wife and I, chose to ride together and not be escorted by APD. For large numbers of bikers riding together, the safest way to proceed is to stop traffic at intersections. Since APD chose not to protect the vast majority of bikers, several of the motorcycle clubs/crews stepped up and stopped traffic at intersections. Among others the Legally Insane Motorcycle Crew helped to make sure several hundred riders were safe.

While Legally Insane and others did a good job, I would have preferred APD do what they should have done. As an Emergency Room nurse I frequently treat and care for people even when I don't agree with or care for their lifestyle choices. I know that APD in general and their motorcycle officers in particular probably have encounters with some bikers that they don't care for (such as Legally Insane), however the bikers on the Ride for the Cure were taking part in a very valuable charity event and until they do something which violates the law they should be treated with respect. There was no reason why all of the citizens/bikers on the Ride for the Cure couldn't have benefited from APD's escort.

I hope that you and APD's senior leadership will review APD's actions and arrive at a policy under which the APD motorcycle unit can protect their fellow bikers in the future.

Sincerely,

Steve Martin, RN, BSN, CEN

Letters Re: 3/26/11 Ride for the Cure – APD Response

April 8, 2011

Mr. Steve Martin
bruin@inorbit.com

Dear Mr. Martin,

My name is Eric Garcia; I am a Commander with the Albuquerque Police Department and command the Department's Metro Traffic Division. Chief of Police Raymond Schultz asked me to reply on his behalf in response to the email you sent Mayor Richard J. Berry on March 28, 2011, in which you expressed your concerns regarding the escort done on March 26, 2011, for the Susan G. Komen Ride for the Cure.

Mayor Berry and the Albuquerque Police Department are committed to providing a safe environment for anyone

participating in an escort done by the Albuquerque Police Department. I agree that, by law, adults in New Mexico are not required to wear a helmet. However, we have seen the injuries incurred by individuals who have been involved in crashes while not wearing a helmet. As an emergency room nurse, I am sure you have also seen first hand these same injuries. We not only want to prevent injuries but also protect the liability of the Albuquerque Police Department. Recently, an individual participating in a motorcycle run in Rio Rancho was seriously injured in a low speed crash. We believe his injuries would have been minor in nature if he had been wearing a helmet. While we do not want to infringe on anyone's rights as a rider, we have the right to place guidelines for any escort we provide, especially when the escort was done at no cost to the Ride for the Cure Foundation. The organizer of the event was informed well in advance of the helmet requirement.

I would also like to address the situation involving the Legally Insane Motorcycle Crew. It is illegal for anyone other than a certified law enforcement officer or a certified flagger (DOT certified) to stop traffic. Again, public safety is paramount.

Thank you for taking the time to bring your concerns to our attention. It is through input received from individuals like you that enables us to improve the quality of service provided by the Albuquerque Police Department. Please contact me if you have any additional questions or concerns.

Sincerely,

Commander Eric Garcia
Albuquerque Police Department
Metro Traffic Division
ericgarcia@cabq.gov

Steve Martins Response to APD Response, April 28…

Dear Commander Garcia:

Thank you for your email of April 8 which was a reply to my email concerning the Albuquerque Police Department's escort of the participants in the Susan G. Komen "Ride for the Cure" motorcycle rally on March 26. You wrote, "Mayor Berry and the Albuquerque Police Department are committed to providing a safe environment for anyone participating in an escort done by the Albuquerque Police Department." I am certain that both Mayor Berry and APD are committed to safety and I appreciate the opportunity to engage in a dialogue about what I perceive to be a major safety concern.

In my original email, I noted that the APD officers at the rally refused escort to riders who were not wearing helmets and I pointed out that New Mexico law does not require helmets. You replied, "I agree that, by law, adults in New Mexico are not required to wear a helmet. However, we have seen the injuries incurred by individuals who have been involved in crashes while not wearing a helmet. .. We not only want to prevent injuries but also protect the liability of the Albuquerque Police Department. Recently, an individual participating in a motorcycle run in Rio Rancho was seriously injured in a low speed crash." Would you please clarify this in more detail for me? You seem to be saying that APD has chosen not to escort riders without helmets because APD wants to limit its liability. If that is what you intended to convey, may I ask you to consider several points: First, I believe that no reasonable adult motorcycle rider can expect that APD will be omnipotent or able to tell the future so as to prevent any accidents which might occur, so providing escort should never be seen as taking responsibility for all of the riders involved in the rally; second, that leaving a large number of riders without escort most certainly increases the risk that someone will be hurt since, as you pointed out, it is unlawful for motorcyclists to block intersections and direct traffic, which is the best way to reduce the likelihood of an accident; and third, that APD's failure to provide escort could also have caused a liability issue as someone could have brought a lawsuit (frivolous or without merit as it might be), which would then have to be defended against with taxpayer funds. Refusing escort does not in and of itself remove the possibility of a liability issue.

You also stated, "While we do not want to infringe on anyone's rights as a rider, we have the right to place guidelines for any escort we provide, especially when the escort was done at no cost to the Ride for the Cure Foundation." I believe that the guidelines APD places should respect New Mexico motor vehicle law, which currently does not require adult riders to wear

helmets. Additionally, I propose a solution that I believe will address the concerns of both sides of this safety issue --- require participants to sign a legal liability waiver that holds APD harmless. This solution addresses my concern - that all law abiding riders are given an escort to make the rally as safe as possible; and yours - that APD will not be held liable for injuries to riders without helmets.

I do appreciate the opportunity to express my concerns and I hope that through this discourse we might be able to find a way to satisfy all sides of this safety concern. Thank you for your time and attention.

Sincerely,

Steve Martin, RN, BSN, CEN

Copies to:

Mayor Richard J. Berry mayor@cabq.gov	Darren P. White Public Safety Director dwhite@cabq.gov	Ray Schultz Chief of Police rschultz@cabq.gov	Annette Torrez Chairman NMMRO atorrez2@msn.com

ALL
I sent the following message to Darren White's office this morning along with a copy of our petition and the letters the gentleman had wrote and the response from ADA. Also Steve Stucker Channel 4 News Weather Man also called Darren White personally on our behalf after my discussion with him and it appears the situation has been resolved. Enclosed is my email to Darren White and the response from his office.

We can achieve what seems impossible if we continue the quest and don't give up when our rights are been infringed upon.

Annette, NMMRO

Mr. Darren White
Public Safety Director

The New Mexico Motorcycle Rights Organization respectfully requests a meeting with you to discuss a motorcycle run on May 26 in which we feel our freedoms and rights as US citizens were infringed upon when the Albuquerque Police Department choose to only escort motorcyclists that were wearing helmets and refused a police escort to those who were not wearing a helmet. New Mexico is a no mandatory helmet law state. We feel that the motorcyclists from our state were discriminated upon on from the incident that occurred. Below is enclosed the wording on a petition we are distributing and already have hundreds of signatures. A letter that was written from someone who attended the run, the response from APD and his response to APD is also enclosed. We have requested a meeting with the Mayor and Chief of Police also. Thank you. You may contact me at 505-730-0435.

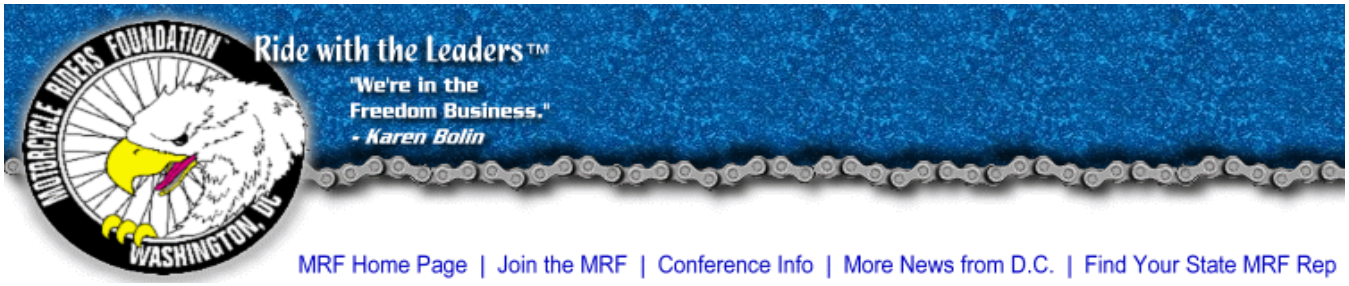
Annette Torrez

This was the response I got from his office.

Ms. Torrez, Director White was not aware of this situation before you brought it to his attention. He has spoken to the APD Chief as well as the Mayor and he asked me to let you know that escorts will not be handled this way in the future. We hope this adequately addresses your concerns. Please share this information with Mr. Martin and anyone else who should be notified.

Thank you for contacting us.

Erin Kinnard Thompson
Office of Mayor Richard J. Berry



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

11NR17 - MRF News Release - Sensenbrenner Resolution and BITB

FOR IMMEDIATE RELEASE
27 April 2011

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

Sensenbrenner Resolution

The Motorcycle Riders Foundation (MRF) reports that US Representative Jim Sensenbrenner (R-WI) will be introducing a House Resolution supporting the law that prohibits the National Highway Traffic Safety Administration (NHTSA) from lobbying the States for legislation. The resolution also urges NHTSA to make motorcycle crash prevention their number one priority when they address motorcycle safety.

Sensenbrenner said, "Despite significant opposition from Congress, NHTSA continues its attempts to mandate universal one-size-fits-all motorcycle helmet laws. NHTSA believes that the first step in saving a motorcyclist's life in the event of a crash is to mandate helmet use. The fact is, that preventing a crash from occurring through rider education, training and proper licensing are the best methods to increase motorcyclists' safety. I agree that wearing a helmet can protect a motorcycle rider, but helmets do not prevent crashes."

Please contact your Member of the US House and ask them to cosponsor the Sensenbrenner Resolution. The resolution is without a bill number for now and officially drops May 2nd, 2011. You can reach the Capitol switchboard at 202-224-3121.

Motorcycle Fatalities Drop in 2010

The Motorcycle Riders Foundation has been informed of a report that will be released at midnight April 19th by the Governors' Highway Safety Association. The report takes a close look at preliminary highway fatality data for the States. The report which examines data for the first three quarters of 2010 shows motorcyclist's fatalities dropped two percent. A similar report released last year had motorcyclist's deaths down ten percent. It is not known what the fourth quarter will bring but the first two had significant drops and the third had a slight increase.

The same report also indicated that overall use of DOT helmet use had risen by thirteen percent.

On a call with journalists, MRF Vice President of Government Relations said "if you want to increase DOT helmet use, abolish mandatory helmet law, forcing helmets onto motorcyclists against their will pushes them to purchase the lightest, smallest helmet that can be found and are often times not DOT compliant." "Furthermore most helmet law States do not require a DOT helmet." The MRF will publish the full report when it is available.

MOTORCYCLE RIDERS FOUNDATION WASHINGTON, DC

It's time you did something more to protect your rights!
JOIN AND SUPPORT **Motorcycle Riders Foundation** *REGISTER, VOTE, WRITE AND RIDE!*

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

FOR OFFICE USE ONLY
(All information treated confidentially)
Referred by _____
Date _____
MRF# _____
Exp. Date _____
Member was given:
☐ Pin
☐ Patch
☐ Year Rocker
☐ Newsletter
What issue? _____

PLEASE PRINT OR TYPE YOUR INFORMATION
Name | Phone ( ) –
Address
City | State | Zip
E-mail Address
Are you a member of a state motorcyclists' rights organization? ☐ Yes ☐ No If yes, name:

Mail with remittance to: Motorcycle Riders Foundation, Inc., 236 Massachusetts Ave. NE, Suite 510, Washington, DC 20002-4980
(202) 546-0983 • FAX (202) 546-0986 • http://www.mrf.org • mrfoffice@mrf.org
1st Notice

CHARGE IT! ☐ Visa ☐ MasterCard ☐ American Express | Card # | Exp. Date
Signature | Date

News & Notes
13515 Yarmouth Drive / Pickerington, Ohio 43147 / Phone (614) 856-1900 / Fax (614) 856-1920
GOVERNMENT RELATIONS DEPARTMENT

U.S. lawmakers want agency to focus on motorcycle crash prevention
Contact your Representative today!

U.S. Rep. Jim Sensenbrenner (R-Wis.) will re-introduce H. Res. 1498 at the beginning of Motorcycle Safety Awareness Month on May 2. The resolution urges the National Highway Traffic Safety Administration (NHTSA) to concentrate on motorcycle crash prevention and rider education instead of lobbying state lawmakers to enact mandatory helmet laws, the American Motorcyclist Association (AMA) reports.
As mentioned in a previous AMA alert, on March 25, 2010, the NHTSA Administrator David Strickland made comments about helmet use to U.S. Representative John Olver (D-Mass.) at a hearing of the Subcommittee on Transportation, Housing and Urban Development, and Related Agencies of the U.S. House Committee on Appropriations regarding the fiscal year 2011 Budget Request for the NHTSA.

Following the hearing, the AMA sent Strickland a letter, dated April 2, 2010, seeking clarification on his comments. Among the assertions understood to have been made by Strickland were: (1) Safety grants are important and need to be continued; (2) The "core" of motorcycle safety programs is to instill helmet use; (3) Helmet use has a direct correlation to motorcycle fatalities; and (4) Anything congress can do to get riders to wear helmets is welcomed, including possible penalties.

In the AMA's letter, Senior Vice President for Government Relations Ed Moreland asked, "What is meant by your reference to the "core" of a motorcycle safety program is to instill helmet use? Additionally, you advocated the use of possible penalties if adult riders choose not to wear protective gear. Does this mean administrative and/or legislative action towards states and/or individual riders if adults choose not to wear protective equipment?"

In a response to the AMA letter, dated May 19, 2010, Strickland clarified his comments at the hearing, stating "The core component of our program has not changed; it is to increase helmet use." To view the letter in its entirety, click here.

The AMA applauds Sensenbrenner for re-introducing H. Res. 1498 and needs your help to get other Representatives to cosponsor the resolution. This resolution will help answer what the NHTSA is doing to prevent crashes from occurring in the first place and to make crash prevention the core of any motorcycle safety program. The best way to reach your Representative is to send him or her a pre-written e-mail immediately by following the "Take Action" option below and entering your information.

To date, Reps. Tom Petri (R-WI), Paul Ryan (R-Wis.), Ron Paul (R-TX), Ken Calvert (R-CA), Tim Walberg (R-MI), Walter Jones (R-NC), Denny Rehberg (R-MT), Jon Runyan (R-NJ) and Barney Frank (D-MA) are original cosponsors.

To view AMA's press release on the resolution go to: http://www.americanmotorcyclist.com/NewsView/11-04-14/U_S_lawmakers_want_agency_to_focus_on_motorcycle_crash_prevention.aspx.

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)

NATIONAL:
2011 26th Annual NCOM Convention
May 5-8, 2011
Hyatt Regency, Albuquerque,
330 Tijeras, Ave. NW
Albuquerque, NM
(800) 233-1234
Hosted by: ABATE of NM

CONGRESS ACTS TO REINFORCE BAN ON NHTSA LOBBYING

May is Motorcycle Awareness Month across the country, and Congressional lawmakers are introducing a resolution on May 2 to continue current restrictions on NHTSA that prevent the federal transportation agency from lobbying state and local governments to enact helmet laws. The lobbying ban was originally amended into the Transportation Equity Act in 1998, but U.S. Rep. Jim Sensenbrenner (R-WI) and his House colleagues want to reinforce the prohibitions on NHTSA lobbying and focus the agency's efforts on crash prevention and rider education. According to the resolution, the U.S. House of Representatives "supports efforts to retain the ban on the National Highway Traffic Safety Administration's ability to lobby state legislators using federal tax dollars, encourages continued growth in the motorcyclist community, and encourages owners and riders to be responsible road users." The resolution, similar to a version Sensenbrenner introduced last session, goes on to say that the House "recognizes the importance of motorcycle crash prevention as the primary source of motorcycle safety (and) encourages NHTSA to focus on motorcycle crash prevention and rider education as the most significant priorities in motorcycle safety."

"KIDS JUST WANT TO RIDE" COMPANION BILL INTRODUCED IN U.S. SENATE

U.S. Sen. Amy Klobuchar (D-MN) has introduced an amendment to exempt youth motorcycles and ATVs from the "lead law" that will effectively ban the sale of these machines. Senate Amendment 264 would exempt youth off highway vehicles from the overly-restrictive lead-content provisions of the Consumer Product Safety Improvement Act (CPSIA) of 2008, which has decimated the youth motorsports industry and will ban their sale at the end of the year unless the CPSIA language is changed. Meant to protect our children from imported toys with lead-based paint, the CPSIA prohibits the making, importing, distributing or selling of any product intended for children 12 and under that contains more than a specified amount of lead in any accessible part. The unintended consequences were that, because some parts such as brakes and battery components contain lead, dealerships were barred from selling motorcycles and ATVs intended for young riders, as well as replacement parts. The Klobuchar amendment is similar to H.R. 412, the Kids Just Want to Ride Act introduced in the House by Rep. Denny Rehberg (R-MT), and would amend S. 493, the Small Business Innovation Research Reauthorization Act. You can contact your Congressional representatives through the U.S. Capitol Switchboard at (202) 224-3121 to urge their support.

BIKERS PROTEST MOTORCYCLE-ONLY CHECKPOINTS

Hundreds of motorcyclists from around Georgia rode to the Capitol to rev their engines in protest of a federal grant the Georgia State Patrol is using to conduct motorcycle-only checkpoints. The crowd denounced the overly-invasive and discriminatory roadblocks as unconstitutional and chanted "No more profile stops" and "Education, not checkpoints!" The protest rally came two weeks after the state patrol conducted motorcycle checkpoints on Interstates 75 and 95 during Daytona Bike Week, during which troopers stopped motorcyclists at roadblocks to check for proper paperwork, approved helmet, and properly functioning equipment. "The roadblocks are a violation of our rights and are a pure attempt at profiling," said Dan Forrest, State Director of ABATE of Georgia. "Having a registration, proof of insurance and an endorsement on our license does make us safe. Loud pipes never killed anyone." Georgia is the first state to conduct such checkpoints under a federal grant from the National Highway Traffic Safety Administration as part of a $350,000 pool of funds available to as many as five law enforcement agencies nationwide to test the effectiveness of a New York State Police pilot program. Several motorcycle organizations are urging riders to call on Governor Nathan Deal to cancel the remainder of the checkpoints, which will be scheduled over the next 20 months at undisclosed locations during unannounced times. Some in Congress have also questioned NHTSA's grant and called for Transportation Secretary Ray LaHood to pull the plug on future funding for motorcycle-only checkpoints. Rep. Tom Petri (R-WI), who recently co-sponsored legislation to prohibit such grants, called the checkpoints "outrageously intrusive." Indeed, many of the protesters at the March 23rd rally held signs in support of US House Resolution 904 which would prevent the US DOT from providing funds to states which would be used for motorcycle roadblocks. In the meantime, motorcyclists are also awaiting a court ruling on the constitutionality of the New York checkpoints, being challenged by N.Y. Aid to Injured Motorcyclists (A.I.M.) Attorney Mitch Proner on behalf of his clients as well as representing the interests of ABATE of New York and the National Coalition of Motorcyclists (NCOM).

CNMMRO Update…

The CNMRO's most recent meeting was held on April 5 at the Smokehouse BBQ Restaurant in Rio Rancho. After several months of attending to chapter start-up issues the Central New Mexico chapter of the NMMRO is now officially up and running. The chapter's bank account was started at Compass Bank and the chapter bylaws were completed, voted on, and accepted as complete. The chapter is now accepting new memberships and attending to business. One of the first orders of business was for the chapter to join the MRF as a sustaining membership. The MRF is an extremely important organization for the support of motorcyclist's rights at a national level and deserves all of our support. There was discussion regarding the new bank account and changes that would be taking place effective in May, the bank will start charging $12/month fee, even for

non-profit. But this fee could be waived if we changed our account to a Compass for Your Cause account. The added benefit of this type of account is that we would earn $25 for every new account opened at the bank plus 0.25% of all check card transactions that require a signature, for any bank customer that tells the bank they want to support CNMMRO. These funds would be automatically deposited into our account. In addition, supporting customers can have our logo placed on their check card. There was a motion made to change the checking account to the Compass for Your Cause, the chapter voted and the motion was passed. Another topic of discussion was the state legislative session and the NMMRO's accomplishments during it. The chapter also discussed the design of a membership sign-up form which will be used in the future, possibly by both the NMMRO and the CNMMRO, to recruit new members. The chapter will hold officer nominations at its May meeting to start the process of converting from interim officers who served during the start-up into officially elected officers. Thanks for all of your support during our start-up.

Calendar of Events...

May 5-8	NCOM Convention	Hyatt Regency Albuquerque (for more info http://www.aimncom.com/ncom/ncom_convention.htm)
May 14 8:00 am	5th Annual Shrine Benefit Run	Start: Abq Shrine Center 6600 Zuni Rd. SE (more info call Mike 505-803-9558)
May 18-27	Run for the Wall	http://www.rftw.org
May 21 - Noon	NMMRO Meeting	American Legion Post 49
May 21 8:30am	Rt. 66 Ride	Glenrio NM Visitors Center www.freedomrideandflight.com
May 28-30	Red River Run	Red River, NM
May 28 noon to 3:00 pm	Rally in the Valley	Register Online at www.kob.com/morning or www.redrivernewmex.org
June 18 9:30 am registration	Veterans MC Run	Start: Veterans Park 1100 Louisiana SE End: American Legion Post 49
June 18 – Following Veterans Run	NMMRO Meeting	Post 49, following precession for the Veterans Run (more info mherrmann19@yahoo.com)
June 25 - 11am	9th Annual School Time Duds	Start: Santa Fe Harley-Davidson End: Santa Fe Brewing Co (more info 505-424-7395)
July 9 – 11 am	COC Meeting & ShadowRiders Bikini Bike Wash	2 Minute Warning, Los Lunas

Steve Stucker's RALLY in the VALLEY, is Saturday May 28th in Red River from Noon-3pm

Steve will lead the RALLY in the VALLEY on a Guided Tour of some of our states most beautiful scenery, including Bobcat Pass, Cimarron Canyon State Park, Eagle Nest Lake, & the Vietnam Veterans Memorial in Angel Fire (where you'll have time to pay your respects & look around).

You'll get Lunch from Zeb's, 2 Tickets to a Raffle with Thousands of Dollars in Prizes...& a Limited Edition T Shirt commemorating the ride.

All proceeds benefit MAKE A WISH of New Mexico. MAW fulfills the fondest Dreams for kids with Life Threatening Conditions, and provides about 100 Wishes per Year in NM.

Early registration is just a $25 tax deductible donation to Make A Wish.

Register Online at www.kob.com/morning or www.redrivernewmex.org

Tech Tip for the Season...

Find out how Ethanol Motorcycle Fuel can affect your ride E10 ethanol, which is 10% ethanol blended with gasoline, can be used as a fuel alternative for your motorcycle (or other collector vehicle) with little to no problems. E10 ethanol based gasoline is what most of us have been using in our fuel tanks regularly for the past two decades and in most cases without knowing it.

When filling your motorcycle up you may have noticed a sticker on the gas pumps that says "Gasolines May Contain Bio-Based Oxygenators (Ethanol)." This just means you are getting E10 ethanol gasoline. If you have a relatively new motorcycle or have rebuilt the fuel system in your classic motorcycle recently then you should have had few if any problems running it on E10 ethanol gasoline. If you have not rebuilt the fuel system on your older motorcycle then you may want to look into rebuilding it before running a lot of E10 ethanol gasoline. The use of E85 ethanol gasoline in any motorcycle is not recommended at all unless it has been properly converted to run on flex-fuel.

What is Ethanol?

Ethanol is an alcohol made from corn, sugar cane and other grains. Ethanol is used as an oxygenate in ethanol motorcycle fuels. It promotes clear burning and helps increase octane. One good thing (but in excess potentially a bad thing) it does is absorb water which means it will help prevent fuel lines from freezing and it will limit the corrosion caused by water in the tank.

The ethanol in E10 is also a solvent that will loosen sludge, varnish and dirt that has built up in your fuel tank. It promotes clear burning and helps increase octane.

There are two types of Ethanol motorcycle fuels currently available in the US. One is relatively safe for all motorcycles and the other is not unless your motorcycle specifically states it is designed to run on flex fuels. The other type of ethanol blended gasoline is known as E85 which is 85% ethanol. E85 is not a safe alternative for any motorcycle unless it is designated as a "flex-fuel" vehicle.

What does it mean to your motorcycle?

There are certain potential hazards and unwanted side effects associated with using E10 in your motorcycle. Your vehicle will consume more fuel especially if you use E85 which officially and generally stated by the ethanol industry as a 25% to 30% drop. This is because ethanol contains less energy than gasoline despite a higher natural octane number. The fact that it does help loosen sludge in your fuel tank can cause problems with clogged lines and filters as well as block carburetor jets and fuel injectors. After all those loosened particles have to go somewhere.

Be careful if you don't ride a lot. Using ethanol motorcycle fuel in bikes that will be stored for lengthy periods of time can be troublesome. The fact that ethanol motorcycle fuel can absorb some water is beneficial but there is a maximum to what it will absorb. Large amounts of condensation will induce the ethanol and water to separate inducing the water to gravitate to the bottom of the tank where the fuel pickup is located.

Make certain, no matter what type of gas is used, that if you are going to store your motorcycle for a prolonged period of time that you take precautions. It is advisable to either completely empty

1st Annual Veterans MC Benefit Run for the T or C State Veterans' Home
JUNE 18, 2011
Registration: 930 am
Kickstands up: 1130 am
Start: Veterans Memorial (1100 Louisiana SE)
End: American Legion Post 49 (Central & Elizabeth)
$10.00 single or $15.00 couple (same bike)
FOOD, DRINK
LIVE MUSIC BY Desert SW Blues Band
For additional details contact Showstoppers Unlimited 888-2484 or Veterans MC Prospect Mike mherrmann19@yahoo.com

NMMRO Membership

Single Membership	$20.00
Couples Membership	$30.00
Corporate Membership	$100.00
Renewals:	Single $15.00
	Couple $20.00

Please send info & checks to:
NMMRO
PO Box 27673
Albuquerque NM 87125-7673

Name:_____

Address:_____

_____
(City, State and Zip Code)

E-mail: _____

Phone Number: _____

Are you a registered voter? _____

your tank or fill it all the way up to help reduce potential damage to your gas tank. Please be aware that there are many other elements involved in properly preparing a vehicle for storage other than just the fuel in the gas tank. Also don't forget to add gas stabilizer to your gas should you decide to leave gas in your tank.
Another potentially serious problem with ethanol is that it can be incompatible with older rubber compounds. Also in higher concentrations it can cause corrosion to steel and aluminum that is a part of older motorcycle fuel systems.

4 things you can do to reduce the damage of E10 ethanol
If your older motorcycle hasn't been rebuilt/restored in the last 10 to 15 years you should really think about:

- Replacing all gaskets, seals and rubber fuel lines.
- Replacing fuel filters and/or screens or at the very least clean them.
- Pull the fuel tank, drain it and clean it out to remove dirt and sludge before the ethanol can loosen it up.
- To combat corrosion you can use a gas tank sealer impervious to ethanol motorcycle fuel.

This should certainly be done before filling up and starting your motorcycle if it has been sitting for a long time whether it was prepared properly or not.

Submitted by: ShowStoppers Unlimited

Are you in an ABQ Gang? Someone thinks you are…

http://www.stopabqgangs.org/default.aspx/MenuItemID/73/MenuGroup/Home.htm

Check out this website. click on list of gangs . Annette, NMMRO

In response to this request…

I always check Grumpy's email for him. He hates computers. I'll show him this when he gets up this morning. In the meantime, I sent a little message to this website. Here's what I wrote:

I can't believe you list the Black Beret motorcycle club as a "gang"! Shows what YOU know. You need to get your facts straight! This club's mission is to promote motorcycle safety and awareness, to promote a positive image for motorcyclists, and to support civic and veteran activities and benefits, bringing public awareness to veteran, POW/MIA issues. Most of the club members are veterans themselves.

If you'd done your research you would have found that they cause no problems. They are not a 1% group, termed as outlaw bikers. They aren't hoodlums. In fact, they host many admirable events every year, such as an enormous toy run before Christmas for underprivileged kids of Albuquerque. They also have a big chili cook-off to benefit a local domestic abuse organization. Wow, that's horrible! Dirty bikers!

Look up the definition of gang. Sure, one of the definitions is "a group of persons associated for some criminal or other antisocial purpose", but it has other definitions, too, for example "a group of persons working together" or "a group or band". If a group of like minded individuals constitutes a gang, then shall we include the "band of brothers" - the Army, Navy, Air Force and Marines?

I had to get my two cent's worth in there, for what it's worth.

Blessings!
Donna Little
Grumpy Jims Wife

Alternative Transportation…

The population of the Albuquerque Metropolitan Planning Area (AMPA) is projected to reach one million by 2025 and 1.3 million by 2035, according to the Mid-Region Council of Governments (MRCOG) 2035 Metropolitan Transportation Plan (Draft). The AMPA includes Los Lunas and Rio Rancho, as well as Edgewood, Bernalillo and of course Albuquerque. Due to factors we are all familiar with, the vast majority of this growth, 550,000 people, will happen on the west side of the Rio Grande, both north and south of Albuquerque city limits. The MRCOG transportation plan says in Chapter 2, "By 2035 the projected level of growth combined with an imbalance between housing and jobs will result directly, and indirectly, in… a leap in vehicle hours of delay from 400,000 to 1.5 million (per day)." Even at the 2008 population of 767,647 people, how often did you have to wait in traffic? At the current U.S. Census population estimate of 800,000 plus people, what is your daily commute like?

Just in case the MRCOG projections aren't enough to convince you that we have an emerging problem here, there are some interesting results from the 2010 census to consider. New Mexico experienced a 13.2% population growth from 2000 to 2009, making New Mexico the 15th fastest growing state in the country. Growth rate in Bernalillo County was 15.5% for the same period. At the same time, Rio Rancho had a growth rate of 69% while Los Lunas' growth rate was almost 48%, again according to US Census data.

As we move towards 1.3 million people living in the Albuquerque Metropolitan area, every effort needs to be made to diversify our transportation habits. Motorists, pedestrians, trains, buses and all types of two wheeled vehicle users – bicyclists, motorcyclists, mopeds, etc. - are part of our transportation framework now. To address the issues presented by the projected population growth, the use of alternative forms of transportation must increase faster than it has in the past.

We can support transportation diversification in different ways. One often overlooked is ensuring the safety of people using alternative forms of transportation. People walking, catching the bus or train, cyclists, motorcyclists and other two-wheeled vehicle users will all face increased risk due to being out side of a protective metal cage – i.e. a car or truck. To this end, I urge every road user to obey the laws and make courtesy your habit. Impatience with each other, no matter what mode of transportation we use, is detrimental to us all. Motorists, I implore you to look, really look, for alternative transportation users. Make all the alternative transportation users out there part of what you **really see** as you are driving. **Increasing the safety of alternative transportation users is vital to diversifying our commuting habits and avoiding gridlock.**

Today, in 2011, I urge you to think about your daily commute and your reaction to people using alternative transportation in light of the projections previously noted. People in motor vehicles benefit from alternative transportation users now, never mind what it will be like in 10 or 20 years. Practice looking for us today, maybe even thinking a small "Thank you" as you drive by. Consider joining us one or two days a week. Together, we can avoid a gridlocked future.

Jennifer Buntz President, Duke City Wheelmen Foundation (505) 306-1443

What makes a Walkable Community?

There are many physical and philosophical components to a walkable community. The core of a walkable community is a pedestrian focused approach to city planning and street design which underscores the effectiveness of walking as a mode of transportation. A walkable community has four major components:

1) **Comfort**: a walkable community is comfortable to navigate and pays attention to the comfort of the pedestrian;
2) **Accessibility**: a walkable community has sidewalks, transit stations, and pedestrian facilities that are accessible to all kinds of pedestrians and are compliant with the American Disabilities Act;
3) **Safety**: a walkable community emphasizes pedestrian safety – both from injury by cars and from criminal activity;
4) **Efficiency**: a walkable community is planned and organized so that trips made on foot are efficient and it is possible to accomplish daily activities by walking. There are several communities throughout New Mexico participating in creating walkable communities. If your community would like more information about the New Mexico Pedestrian Initiative visit the program website at http://hsc.unm.edu/som/programs/cipre/NMPSIP.shtml