

N.M.M.R.O.

Volume 2

Issue 2

September/October

The Newsletter of the New Mexico Motorcycle Rights Organization

Welcome to the NMMRO monthly newsletter. In this months issue:

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N.M.M.R.O. Board

Annette Torrez - Chairman
Courtney Farris - Vice Chairman
Dave Covert - Sgt At Arms
Patty Betty - Treasurer
Fab Ramirez - Public Relations
Rock Hell Thompson - Web Master
Pat Larkin - Club Liaison
Kimberly Porter - Editor
Cassandra Fischer - Secretary

WELCOME AND CONGRATS!

**TOP LEFT- COURTNEY FARRIS, TOP RIGHT- PAT LARKIN
BOTTOM LEFT- ANNETTE TORREZ, LEFT MIDDLE- FAB RAMIREZ, RIGHT MIDDLE- CASSANDRA FISCHER, BOTTOM RIGHT- ROCK HELL THOMPSON**



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Letter from the Chairman

I want to thank everyone who voted and supported me in my newly elected position as chairman of the NMMRO. I consider it an honor and privilege to serve as your chairman and represent you, your families, the state of New Mexico and the motorcyclists who travel through our state.

I congratulate all the newly elected officers and thank them for agreeing to serve on the NMMRO board. I also want to thank and applaud the current officers and members for their time and dedication to the organization. A special thank you, to Barbara Alvar who has served on the board for the last ten years. At this time she has decided to step down as an officer, but will continue to serve as member, advisor and a lobbyist for the legislation. She has dedicated a large portion of her life protecting and fighting for the rights and freedoms that most motorcyclists take for granted. At this time she wants to sit back, enjoy life and ride her motorcycle. Also stepping down, as vice-chairman is Damon Phillips, who has served the NMMRO for five years, Thank you Damon for your time, dedication and years of service. We wish you both the best, enjoy your free time.

My vision for the NMMRO is to continue to work on the current issues, The Vehicle Nuisance Ordinance, The Failure to Yield Bill, to promote the rights, safety and protection of the motorcyclist and address any pertinent issues that arrive in the future. I look forward to working with the awesome, dedicated and motivated group of individuals on the board who I know will work well as a team, to help make the organization be the best that it can be. I would also like to see our membership grow, with independent motorcyclist, clubs, and business owners who support the motorcyclist.

I hope I live up to your expectations of me as chairperson, I promise you that I will always support and fight for your rights. I know as chairperson I am only one voice, but as an organization we are an unstoppable force, who will represent the bikers of this state. I would like to say thank you to Ed Chaffe, Patty Berry, and Courtney and Cheryl Farris, a week prior to the election I met with them, because I wasn't sure if I was ready for this position. I have served, as your secretary of the NMMRO for the last 10 months and I know the time, dedication and experience that is necessary to serve as chairman. They pointed out the strengths and experience that I have to do this job, and as they said "what I don't know I will learn." Thank you Barb for offering your assistance, as I learn the responsibilities of the position, and for her current and future advise. I'll put your phone number on speed dial.

I will do my best to serve you, thank you for your confidence in me. Please feel free to contact me anytime.
505-730-0435, atorrez2@msn.com.

I would also like to introduce your current NMMRO Board members
The following were elected to office by vote of NMMRO members.

Chairman: Annette Torrez

Interim Vice Chairman: Courtney Farris

Secretary: Cassandra Fischer

Public Relations: Fab Ramirez

Web Master: Rock Hell Thompson

Club Liaison: Pat Larkin

Officers already holding current NMMRO positions are Patty Berry - Treasurer, Dave Covert - Sargent of Arms and Kim Porter - Newsletter Editor.

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The Latest Vehicle Nuisance Ordinance

The Vehicle Nuisance Ordinance to Expand Violations to include the Revving of Engines to Magnify Engine Noise in the Downtown Quiet Zone, was heard at the City Council Meeting on August 3. Over 200 motorcyclist attended as a show of support, and 32 people signed up to speak for and against the ordinance. 550 collected signatures from bikers who could not be present, and over 200 confirmed emails against the ordinance that were sent to the city council, were presented that night. Local news stations covered the attendance and interviewed motorcyclists and city council members. Chief of Police Ray Schultz spoke on behalf of the ordinance, he commented that motorcyclists were already being ticketed under the existing ordinance, but judges were throwing out the citations, because it is hard to prove intent. He said that by adding the Revving of engines to the verbiage, it would help the judges fine the motorcyclist.

The council passed the noise ordinance amendment on a 6 to 3 vote. An addition was introduced to the amendment, which changed it from downtown quiet zone enforcement, to city wide area enforcement. The addition was also voted on and passed, the ordinance would take effect 5 days after the vote.

Our concerns to this ordinance are the following: How does the prosecutor prove intent of revving of engines. Because there is not a way to measure excessive engine noise, the enforcement of this amendment would require the law enforcement officer to make a judgment, based on his own personal opinion. We feel motorcyclists are being targeted, and that Albuquerque has a hostile attitude toward motorcyclists, and that this amendment may be used by law enforcement to harass motorcyclists.

We ask that those of you who receive citations contact us so that we can monitor whether motorcyclists are being harassed. We encourage you to fight the ticket in court and the subjective standards of this legislation will result in the tickets being dismissed. We realize that as motorcyclists you want to be heard because we are not seen, but as motorcyclist, that we also have an obligation to police ourselves and respect the rights of our community.

The NMMRO has established a committee that will continue to address the issue and work towards a solution that will clarify the ordinance. We want to thank all motorcyclists and their families that showed their support against the ordinance.

Annette Torrez

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MRF E-MAIL NEWS Motorcycle Riders Foundation

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09NR29 - MRF News Release - August Recess Prep FOR IMMEDIATE RELEASE

7 August 2009

Contact: Jeff Hennie, MRF Vice President of Government Relations

jeff@mrf.org

With the House adjourned and the Senate set to do so any day now, your elected officials will be coming home to politic, vacation and interact with voters. The Motorcycle Riders Foundation (MRF) recognizes this as a convenient, relaxed, and productive way to meet with your legislators in their home districts. One way that they interact with a lot of voters at once is the traditional town hall meeting. However, becoming more and more popular is the so-called “tele-town hall meeting” where you get a robo call asking you if you want to listen in on the actual meeting that usually took place a few hours earlier. While this new form of communicating can be very informative, it simply does not replace face-to-face interaction with the person you pay to represent you in Washington.

Unfortunately, the House Democratic leadership doesn't feel that way. At this point everyone knows that Washington is urgently working on overhauling our health care system. You may have seen some footage earlier this week of Members of Congress holding town hall meetings and getting skewered by their constituents, who are begging them to not overhaul the entire system so fast or not to spend any more taxpayer money, as well as any other number of hot-button issues. Because this makes the health care overhaul unpopular with some voters, House Speaker Nancy Pelosi has asked Members of Congress not to hold actual town hall meetings, but to instead hold only tele-town hall meetings. In a memo leaked to the MRF, House Democrat leadership lays out the reasons why Members should tele-town hall. It is, of course, up to the will of the elected official to hold or not hold traditional town hall meetings.

Now, let's be clear, this is not about donkeys and elephants. This is about you being able to go to a town hall meeting and tell your elected official how you feel on any issue face to face. It's about looking people in the eye and getting an answer, not just merely leaving a voicemail with your concerns.

So here's your homework in the MRF's view. Contact your two Senators and one Representative, who you pay to come to Washington, and find out when and where the real town hall meeting is; then plan to attend. They may hold more than one, but that's not likely.

The MRF is concerned with a few issues that you should bring up. The first issue is the upcoming Highway Bill. The House Transportation Committee will be working on the bill at the full committee level in September. The current bill expires 9-30-09. US Senator Barbra Boxer, Chairwoman of Senate Committee on Environment and Public Works, has already passed the 18-month extension President Obama asked for. The MRF feels that a year and half is unacceptable. At this point some extension is necessary, but a year and half is just too long. Ask your elected officials to focus on the bill and pass it. We haven't seen the entire bill yet, but House Chairman Oberstar has some very promising motorcycle-specific language on the table.

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MRF News cont....

The other issue that the MRF feels you should bring up is health care reform. It's not clear if the votes are there to pass a bill, but Democrat leadership is working hard to close the gap. We don't have to demand that they not overhaul the system, we just have to look out for motorcyclists. At this point there are no anti-motorcycle provisions or suggestions. The MRF's main concern is that it's not unreasonable to think that at some point, someone in the government will suggest not covering motorcycle injuries in a government-run health plan, and that makes the idea of a government-run public plan unacceptable.

Please do not hesitate to contact the MRF DC office should you need any additional information.

WE WILL MISS YOU!

BARBARA ALVAR



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Aid to Injured Motorcyclists and the National Coalition of Motorcyclists

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)

MULTI-FACETED MOTORCYCLE BILL ENACTED IN TEXAS

Senate Bill 1967, authored by Texas State Senator John Carona (R-Dallas) and sponsored by Representative Norma "Da'Lady" Chavez (D-El Paso), introduces many motorcycle-related changes in the Lone Star State. Included in the bill are 1) funding by Texas Department of Transportation for a public awareness campaign to promote motorcyclist safety and the concept of sharing the road with motorcyclists; 2) changes to the definition of a motorcycle to include certain enclosed three-wheeled passenger vehicles; 3) changes to the licensing requirements for enclosed three-wheeled passenger vehicles; 4) a requirement for all applicants for a motorcycle license or endorsement on a regular or commercial driver's license to provide proof of successful completion of a basic motorcycle operator training course; 5) penalties for failure to yield the right-of-way violations resulting in bodily injury range from \$500 to \$2,000 while those resulting in serious bodily injury range from \$1,000 to \$4,000; 6) a prohibition against stopping or detaining a motorcycle operator or passenger solely to determine whether the person has successfully completed a motorcycle operator training and safety course or is covered by a health insurance plan; 7) a requirement for the Department of Transportation to develop a standard of proof of health insurance coverage for adult motorcycle operators and passengers; and 8) a requirement that all driver education courses or driving safety courses include information on motorcycle awareness, dangers of failure to yield the right-of-way to motorcyclists, and the need to share the road with motorcyclists.

Governor Rick Perry signed the bill into law on June 19; it becomes effective September 1, 2009.

"We made history, Warriors," exclaimed Sputnik, State Chairman of the Texas Motorcycle Rights Association (TMRA-II) and Chairman of the National Coalition of Motorcyclists Legislative Task Force (NCOM-LTF).

"We owe Da'Lady and her entire staff a huge debt of gratitude for all the work they did for riders this session."

MISSOURI RIDERS SEEING RED

For most drivers, red means stop. But if you're riding a motorcycle or a bicycle in Missouri, it will soon mean stop, but only sort of. A new Missouri law that takes effect Aug. 28 allows motorcycle and bike riders to run red lights, but only if they stop first and the signal remains red for an "unreasonable time."

Missouri will join a growing number of states that have enacted similar laws, which are intended to address occasions when motorcycles or bikes aren't detected by traffic signal sensors in the road. Many traffic signals are triggered by a magnetic reaction coupled with wires embedded in the pavement. The wires are sized in such a way that they are more likely to be tripped by a car or truck, but some motorcycles and bikes tend not to trip the signal because they have less mass and are made with parts that aren't attracted to a magnet.

In cities with intersections patrolled by red-light cameras, when a picture is taken of a red-light runner, police should be able to apply the law by looking at video of the possible violation, and if a rider does get a ticket the

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AIM/NCOM Cont.....

new law will provide a defense.

Missouri is the eighth state to pass this kind of law since 2002, and three other states considered similar legislation this year.

NY STATE POLICE SUED OVER MOTORCYCLE-ONLY ROADBLOCKS

Upstate New York has earned a reputation as the speeding ticket capital of the country, but even with overeager state troopers patrolling the highways, motorcyclists feel singled out by law enforcement. That's why one rider/attorney is taking the state police, along with county and state officials to court.

According to legal documents filed by Mitch Proner, Aid to Injured Motorcyclists (AIM) Attorney for New York, the state's institution of roadblocks exclusively for motorcyclists is unconstitutional: the motorcyclist and personal injury lawyer claims that without justifiable cause, the checkpoints infringe on riders' First Amendment rights to freedom of assembly and association and their Fourth Amendment right to freedom from unreasonable search and seizure.

For nearly two years now, the New York State Police (NYSP) have been conducting highway roadblocks diverting only motorcyclists from the state's roadways to perform "safety checks". According to ABATE of New York, "Since motorcycles operated in New York are already required to pass annual safety inspections, the current NYSP initiative continues to serve only to harass, intimidate and inconvenience motorcyclists traveling upon the state's roadways. Further, motorcycle-only roadblocks of this nature are a discriminatory and unconstitutional infringement upon an individual's right to travel without interference, and an abuse of discretionary power as acknowledged by the New York State Court of Appeals."

Proner told Autoblog.com that he is filing the federal class action suit at the Federal Court for the Northern District of New York on behalf of his fellow riders. ABATE of New York has pledged support of the class-action initiative brought on behalf of the National Coalition of Motorcyclists (NCOM).

CITIES MUFFLE MOTORCYCLE NOISE

Many state legislatures and city councils are making lots of noise about motorcycles, with new ordinances popping up across the country to silence loud exhausts. "Loud Pipes Save Lives" has been a biker mantra for years, but politicians spurred by citizen complaints have discovered new ways to muffle unwanted exhaust tones.

The Albuquerque City Council voted 6-3 earlier this month to approve an ordinance making revving of motorcycle engines downtown a vehicle nuisance. Amending Section 7-10-3 ROA 1994, The Vehicle Nuisance Ordinance now reads: "It shall be unlawful for any person to engage in exhibition driving in the Downtown Quiet Zone by operating a vehicle in a manner that willfully creates excessive engine noise because of revving the engine to magnify the engine noise."

Bikers blasting through East Greenwich, Rhode Island may want to steer clear of town if their exhaust systems aren't the proper match for their bikes. The Town Council unanimously passed an emergency ordinance in late July allowing the police to pull over and levy fines on bikers if the noise-rating data stamped into the chrome of their exhaust doesn't match the label on the bike frame. Modified exhaust systems are outlawed.

The ordinance, now in effect, provides for fines \$500 for the first offense, and jumps to \$700 the second time and \$1,000 for the third and each subsequent violation. Buddy Cardoso, president of the Rhode Island Motorcycle Association, who said his group supports courteous riding, inquired that if the labels have to match, "What do you do, throw away the motorcycle if the exhaust wears out?" Owners of other vehicles are allowed to

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AIM/NCOM Cont...

use after-market exhaust systems, and it is unfair to single out bikers, he said. In West Virginia, the Charleston City Council let it be known loud and clear that nuisance noise will not be tolerated, and unanimously passed an ordinance on August 17 to crack down on loud music, barking dogs and revving of car and motorcycle engines in residential areas, with fines up to \$250.

In an attempt to silence community concerns regarding excessive motorcycle exhaust sound, the Boston City Council fast-tracked enactment of Docket 0658 on June 3, 2009. The new ordinance mandates that all on-highway motorcycles built after December 31, 1982 must have either OEM (original equipment manufacturer) or aftermarket exhaust systems that comply with the US EPA labeling provision in the Code of Federal Regulations. Violations will result in a \$300 fine.

Earlier this year in California a bill was held over that would have required periodic emissions testing for 2000-and-newer on-road motorcycles in an effort to make aftermarket exhaust systems illegal if they do not comply with EPA labeling.

Meanwhile, the Motorcycle Industry Council has teamed with the Society of Automotive Engineers International (SAE) to produce a stationary roadside sound test standard that can be used to determine whether a streetbike exhaust system emits excessive sound. "The new SAE standard provides a much-needed alternative to outright bans, restrictions and sound test standards that vary state to state and city to city, frustrating riders, exhaust system manufacturers, and municipal governments alike," said MIC President Tim Buche.

ANTI-BIKER LAWS UNITING MOTORCYCLE CLUBS

Designed to dismantle "Biker Gangs", South Australia's recently adopted anti-biker legislation appears to be having the reverse effect - serving to unite rival clubs.

Gypsy Jokers, Hells Angels, Rebels, Finks and Descendents motorcycle club members are coming together in protest against the Serious and Organized Crime Control Act, which came into effect in June last year. The Act is described by the Government as being the toughest law of its kind in the world, and is intended to disrupt biker "gangs" by declaring membership or association with outlawed clubs illegal.

The Act also includes new charges, which carry up to 10 years jail, for bikie club members and their associates who engage in group violence.

Hundreds of members of rival clubs participated in a Freedom of Association Protest Poker Run, and as if that wasn't a defiant enough show of unity, a group of motorcycling enthusiasts, including members of opposing clubs, are only a few application process steps away from forming a legitimate political party.

The unlikely alliance, known as the FREE Australia Party, hopes to hit South Australia's premier where it hurts - in parliament.

The party's leader, Paul Kuhn - a committee member of the Motorcycle Riders Association of SA and a Justice of the Peace - said the group was formed because of deep concern anyone associated with a member of a club would be found guilty under the law.

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AIM/NCOM Cont.....

"The Government is now controlling and dictating relationships," he said. Kuhn is not the only member of the public questioning the civil liberties said to be lost under the Act. The SA Law Society, the SA Council of Social Services, various Aboriginal groups, the Greens and the Australian Democrats have all voiced concern about the legislation.

A member of the Gypsy Jokers MC told the press services that the unified event proves that biker clubs could get along, despite what the Government was trying to show. "These laws have brought the clubs together," he said.

WEIRD NEWS: TURKEY GOES WILD OVER BIKERS

Freddy the turkey, the famous and notorious foul who trotted around town much to the delight of Easton, Massachusetts residents, met his demise this month after becoming a menace to motorcyclists.

The wild turkey wandered out of the woods and became a common sight and mascot in the Five Corners area, where he ruled the roost and was often seen gobbling up bargains at the local stores and strutting across busy streets like he was on parade.

But the gadabout gobbler went from docile dollar-store shopper to motorcycle menace over the past few months, prompting police to put him down. "Things had really gotten nasty," said Police Chief Allen R. Krajcik. "We were thankful there had been no accidents yet. It was only a matter of time before something happened."

Police began received calls and e-mails from motorcyclists asking whether police were waiting for an accident before taking action. "One motorcyclist told police that the bird flew at his face with his feet forward to attack him," the chief told the local newspaper. To escape, the driver drove through a red light, narrowly avoiding an accident. Similar attacks had been reported in increasing numbers, and like other repeat offenders Freddy was racking up a long record of dangerous activity, victimizing mostly motorcyclists.

Meanwhile, police stood by their actions, saying they initially intended to capture the turkey and relocate it to a less populated environment. But the state Division of Fisheries and Wildlife advised against it, saying the turkey could introduce diseases to its new habitat, and advised euthanizing it, according to Chief Krajcik.

QUOTABLE QUOTE: "History does not entrust the care of freedom to the weak or timid."

Dwight D. Eisenhower (1890-1969) 34th President of the United States

Nominations for Anne Northup for CPSC Commissioner

FOR IMMEDIATE RELEASE

July 30, 2009

President Obama Announces Intent to Nominate Anne Northup as CPSC Commissioner

WASHINGTON ? Today, President Barack Obama announced his intent to nominate former Congresswoman Anne Northup as a Commissioner to the Consumer Product Safety Commission.

President Obama announced his intent to nominate the following individual today:

Anne Northup, Nominee for Commissioner, Consumer Product Safety Commission Anne Meagher Northup served the Third Congressional District of Kentucky in the United States House of Representatives from 1997-2006. Before her tenure in Congress, Northup served in the Kentucky House of Representatives for nine years, from 1987-1996. Soon after taking office in 1997, Northup was appointed to the House Appropriations Committee. She sat on the Labor, Health and Human Services, and Education; Transportation, Treasury, HUD and Independent Agencies; and Military Quality of Life and Veterans Affairs Subcommittees. Congresswoman Northup has been an aggressive advocate for education reform. In March 1998, she founded the House Reading Caucus, a bipartisan caucus that raises awareness about the growing number of children who are failing to learn to read. She introduced legislation commissioning the National Reading Panel, the findings of which were incorporated into the "Reading First Initiative" of the 2001 No Child Left Behind education law. Additionally, Congresswoman Northup was a member of the Congressional Coalition on Adoption and was an instrumental proponent of legislation promoting adoption. As co-chair of the coalition in 2002, Northup traveled to China to work on eliminating the growing bureaucratic obstacles between the United States and China that were threatening to reduce the number of Chinese orphans available to American families for adoption. In 2003, Northup introduced legislation that resulted in extended paperwork deadlines for families adopting children from China who were impacted by delays due to the SARS epidemic. Northup and her husband are the parents of two adopted children. Congresswoman Northup graduated from Saint Marys College in 1970 with a Bachelor of Arts degree in Economics and Business.

N.M.M.R.O.

Association of Recovering Motorcyclists

.A.R.M. is The Association of Recovering Motorcyclists. Founded in La Crosse Wisconsin in January of 1986 Today, we have chapters in as far away as, Canada, Denmark, Sweden and, Australia We are not a club. We claim no territory. The INDEPENDENT "rocker" in the lower section of our TWO {2} piece patch signifies that we are independent of drugs and alcohol. Chapter 66 has been located in New Mexico since 2005. In .A.R.M. our philosophy is: "Before the motorcycles come out of the garage, Before the bikes are fired-up We are here to support one another in our programs of recovery and abstinence. simple, aint it? We meet regularly with people who are recovering from drug addiction and/or alcoholism, to help each other stay clean and sober. Our events are specifically geared toward helping addicts and alcoholics recover from a seemingly hopeless state of mind, body, and spirit. Also, to help them become Acceptable, Responsible, and Productive, members of society. We share our experience, strength, and hope, with them, in order for them to see there IS a fulfilling life outside of drug and alcohol abuse. .A.R.M. Chapter 66 has nothing against drugs and alcohol neither endorses nor opposes their use. It's just not "our" personal choice today. All our events promote a clean and sober atmosphere for those in recovery. We thank You in advance for respecting this. We will support Motorcycle Club's events whenever possible. May God bless N.M.M.R.O. And keep us all Safe and Free. Respectfully ACE Prez. Chp 66 .A.R.M.

A Special Thanks!!!!

Those of us in here in the N.M.M.R.O. would like to extend a special "thank you" to Ace and his fellow club members for their generous donation of \$400.00 that was presented to the board during our July meeting. Thank you for all you do and know that it is greatly appreciated. Also, a special thanks to all the others that show their generosity in so many ways each and every day!

Kimberly Porter
Editor

Soldiers For Jesus Rally

The Soldiers for Jesus M.C. members and their families come together once a year in Durango Co. for a great time and fellowship. Soldiers come from all over the USA and other parts of the world, we have chapters from California to Florida, Canada to South Africa, Costa Rica and Europe. More than 500 members are expected to show for this get together that will last from Sept. 3rd. to the 7th. There are many other events nearby like the Four Corners Motorcycle Rally in Ignasio, Co. just about 10 miles from Durango, which thousands of bikers always show up for and have a great time at the Rally and a great party. Also, the COC holds its regional meeting in Ignasio where many Clubs come from all over to attend. God Bless,

Tony2Dogs / SFJMC Sec./Treas. Central New Mexico

N.M.M.R.O.

A Mothers Fear!

On July 9, 2009, at 6:11pm, I received one of the phone calls that every parent dreads. My son called to tell me that he had just been in an accident while riding his motorcycle. My heart jumped into my throat when he said he had to go to the hospital in an ambulance.

I was in Albuquerque when I received the call. The accident happened in Rio Rancho. I raced off to get there. I made it to the hospital in record time despite rush hour traffic. (Shh, please don't tell on me). I arrived just after the EMS gentleman got him into a treatment room. I was relieved to see that all of his body parts were attached and arranged in the proper manner. However, that was just everything on the surface.

After a lot of tests and six hours later, I got to take my broken son home. His injuries included a severely sprained non-dominant wrist, a broken dominant wrist, slight concussion, bruising and scrapes. He was in a lot of pain and could hardly walk. I considered him lucky and was grateful to be taking him home!

The next day started all of the business of the accident. Phone calls to the insurance, towing company, and to a lawyer. Dropping off paperwork, getting work forms signed, and collecting the totaled motorcycle. His motorcycle was in two pieces. Combined with my son's inability either to be comfortable due to his pain, nor do much for himself as both wrists were in splints, made it a challenging day.

Over time he has healed, although he was unable to return to work before returning to college. Now the insurance company is giving him the run-around about his medical bills and wages; but, that's what the lawyer is for.

Prior to his accident, my son and I were talking about the NMMRO. Since his accident, we agreed that I would become a member to help make a difference and effect changes for motorcyclists. (My son attends NMSU in Las Cruces, NM and feels he could not easily attend meetings). I am glad to be a member and the new secretary of the board of NMMRO.

Ride safe,

Cassandra