

E-Pipes D14

From: enews-bounces@solriders.com on behalf of Hawk [hawk@solriders.com]
Sent: Sunday, March 18, 2007 4:24 PM
To: enews@solriders.com
Subject: [Enews] 3/18/2007

SONS OF LIBERTY RIDERS E-NEWS

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<http://www.solriders.com/products/>

1.

I have had correspondence from Neal Ackerson, State Director of ABATE of Maryland, and he states that although he doesn't specifically mention it in the following emails, he IS asking for out of state help:

>From the Floorboards of
Neal Ackerson
State Director
ABATE of Maryland, Inc.

Legislative Alert

This is a legislative update and alert for the Right-of-Way and Helmet Bills that are currently being decided on in Annapolis. These bills are for the benefit of all ABATE members, your friends & families, all motorcycle clubs & organizations, and every motorcycle rider in Maryland.

To the chapter directors & officers, please see to it that this message is passed on to your members ASAP, via any method that is necessary. To all else, please pass this info on to everyone you know. This is time critical !

As most of you should know, ABATE of Maryland, Inc. has put two bills in this session; House Bill 827 / Senate Bill 863- to increase the penalties for failing to yield the right-of-way. This bill is for the protection of not only the motorcycling community but for all drivers & passengers of a motor vehicle, all pedestrians, joggers & bicyclist; Senate Bill 226- our Helmet Bill, to allow adult riders the freedom of choice in the decision to wear a helmet or not.

This past week, hearings were held for HB827 (ROW bill) in the House Environmental Matters Committee & SB226 (Helmet bill) in the Senate Judicial Proceedings Committee. The hearing for SB863 (ROW bill) was just scheduled for Thursday, March 22 @ 1 PM in the Judicial Proceedings Committee.

Our Right-of Way hearing for HB 827 went very well with good testimony and no one opposing and minimal questions from the committee. The following day, the hearing for the Helmet Bill was held. After a LONG day in Senator Frosh's committee, we were able to present good, professional testimony even though the chairman put time constraints on us. And yes, the opposition was there enforce as well, as they always are.

The outcome of these hearings was good. There is a lot of momentum and support for the Right-of-Way bill, even from those who are not always with us on other issues. And believe it or not, the Helmet bill has a very good chance of getting out of committee as well!!..... but here is where every one of us needs to help out!

Let me remind everyone, that ABATE's primary mission is legislative work. So now is the time to do it as a large, voting organization. Our opinions have to be heard NOW!

Here's what we need to do:

Phone calls, phone calls, and more phone calls !!!!
We have to clog the phone lines with calls in support of our bills. Letters are ok(and alotta work), emails don't work, but hundreds of phone calls to these legislators DOES WORK. These calls are documented and counted; this is a very effective tool in voicing our opinions. We must make this happen!

Call anytime you have, even early evenings, at lunch, in the car.....then call someone else.....then call them both again later! Have your family and friends, grandparents, your boss, his wife & girlfriend, the mailman all call. This is easy to do...you just need to do it.

Below is a listing of the committee chairpersons & some of the legislators that we feel need to hear from us. Just call their offices, ask receptionist if the Del/Sen. is available(probably not), if not let them know you are calling in support of HB827 / SB863 or SB226 (make sure you have the correct bill # with the correct committee person). Be sure you emphasize you are requesting their support for this bill as well. Sometimes they ask your name, or where your from...its ok to not be from there area. Be sure to thank them. Be polite, as they may be our friend now or in the future.....then call them back again tomorrow. Get the idea?

How to get in touch with them:

Call any of these numbers:
1.800.492.7122 extension: XXXX

301.858.XXXX OR 410.841.XXXX - use their extension as the last four numbers

Senate Judicial Proceedings Committee - for SB226: Helmet Bill
Senator Brian Frosh - Chairman ext: 3124 (he won't support, but ask for this to

be allowed to be voted on soon!)

Senator Lisa Gladden - Vice Chairwoman ext: 3697

Committee Members that need to hear from us:

Senator Raskin - ext: 3634

Senator Muse - ext: 3092

Senator Brochin - ext: 3648

Senator Simonaire - ext: 3658

Senator Mooney - ext: 3575 (thank him, he is the primary sponsor)

House Environmental Matters Committee - for HB827: ROW Bill

Delegate Maggie McIntosh - Chairwoman ext: 3990

Delegate James Malone Jr. - Vice Chairman ext: 3378

Committee Members that need to hear from us:

Del. Jane Lawton ext: 3638

Del. Stephen Lafferty ext: 3487

Del. Virginia Clagett ext: 3211

Del. Anne Healey ext: 3961

** You may also call anyone else that is on either committee for their support. For a complete listing of committee members, ect. Visit ABATE's website @ www.abate-of-maryland.org

Again, this is of the utmost importance. Please pass this info along to everyone!

I want to thank everybody for their efforts, but it's not over yet !! Remember... members make it happen!!!

Neal

To all directors, members and all concerned motorcycle riders:

Our Right-of-Way bill (HB-827 / SB-863) is currently held up in Committee. The Committee Chairman is sitting on this bill because he believes (incorrectly) that that there is a similar bill in a different committee. This is not true.

Please phone the Chairman (Delegate Malone) at

410.841.3378 or 301.858.3378. Ask

him to please bring our bill to vote by the end of the week. You can also tell him:

- 1) our bill is different than the other one
- 2) the "other" bill is dying in committee
- 3) we need a vote on our bill ASAP

If it sits too long, we'll run out of time! People, we need you to do this!

Thank you again for your efforts -- and please make those calls.

Neal Ackerson

State Director,

ABATE of Maryland

PS: We still need those phone calls to the other committee members for BOTH bills as stated in the other alerts: 800-492-7122 plus the legislator's 4-digit extension shown below. You can also fill in the last-four digits of these numbers with the extension: 410-841-XXXX or 301-858-XXXX.

ROW Bill (HB-827 / SB-863):

Delegate McIntosh x3990

Delegate Malone x3378

Delegate Lawton x3638

Delegate Lafferty x3487

Delegate Clagett x3211

Delegate Healey x3961

HLR Bill (SB-226):

Senator Frosh x3124
Senator Gladden x3697
Senator Raskin x3634
Senator Muse x3092
Senator Brochin x3648
Senator Simonaire x3658
Senator Mooney x3575

2. Delaware - Bill would mandate motorcycle helmets

<http://www.delawareonline.com/apps/pbcs.dll/article?AID=/20070314/NEWS/70314090>

Bill would mandate motorcycle helmets
By PATRICK JACKSON, The News Journal

Posted Wednesday, March 14, 2007 at 6:08 pmDOVER — Motorcyclists would be required to wear helmets for the first time since the 1970s under legislation introduced today in the Senate.

Since 1978, the state has not required most cyclists to wear helmets, although they are required to carry a helmet.

But Sen. Gary Simpson, R-Milford, wants to change that. Senate Bill 46 would require all cyclists and their passengers to wear a safety helmet and eye protection.

"It seems nonsensical to me that we require people to carry a helmet but not to use it," Simpson said. "If you're riding a motorcycle at a high rate of speed and fall off, you're either going to be dead or have a bad head injury ... This is simply something that makes sense."

Rep. Bruce Ennis, D-Smyrna, tried unsuccessfully in the 1980s to change the law. Ennis did get the state's current motorcycle safety training rules on the books.

"It's going to be a real fight, I can tell you that," he said.

SPONSOR:
Sen. Simpson & Rep. Maier
Sen. Sorenson

DELAWARE STATE SENATE
144th GENERAL ASSEMBLY

SENATE BILL NO. 46

AN ACT TO AMEND TITLE 21 OF THE DELAWARE CODE RELATING TO MOTORCYCLE SAFETY HELMETS.

BE IT ENACTED BY THE GENERAL ASSEMBLY OF THE STATE OF DELAWARE (Two-thirds of all members elected to each house thereof concurring therein):

Section 1. Amend §4185(b), Title 21, Delaware Code, by deleting it in its entirety and by inserting in lieu thereof the following:

"(b) Every person operating or riding on a motorcycle shall wear a safety helmet and eye protection approved by the Secretary of Safety and Homeland Security through the Office of Highway Safety".

3. GA. Gypsy requests letters

----- Original Message -----

Subject: [Bikers] HELMETS
Date: Fri, 16 Mar 2007 11:57:21 EDT
From: RPatte3713@aol.com
Reply-To: kickass@solriders.com
To: bikers@solriders.com

I would very much like to thank all of those who sent e-mails, about why you would not visit or ride in ga (lid law) i only got about 150 when i was hoping for around 500, but still i want to thank those who did send. ride long and ride free, ga gypsy. if there are any others who wish to send a e-mail to show how there losing money from the tourist trade (attending rallys ect) my e-mail is rpatte3713@aol.com (mailto:rpatte3713@aol.com) . thanks again.

4. Quig Health Update, Quig Litigation Update, Send Your Helmets to BOLT Nevada

----- Original Message -----
From: Stillhereaz@aol.com

Quig Health Update, Quig Litigation Update, Send Your Helmets to BOLT Nevada
In Preparation for Helmet Bonfire in Quig's Memory.

Friends,

As you may already know, our good friend Quig has taken a turn for the worse. I've had several conversations with Quig over the past three weeks, conversations interrupted by his coughing up blood, and then he has been in terrible pain from a head tumor, which as of our last conversation Quig described his doctors as having urged him either to obtain surgery or radiation therapy. Quig is not giving up; he's going to fight to the end, fight for his life and continue to fight for our right to ride free here in California and in Nevada.

Jackie at BOLT Nevada sent the following note today:

We are preparing for a helmet fire, and I would like to ask all of you and all of the people you know to send me helmets that are not used for this event.

My mailing address is 1950 2400 East Street, Battle Mountain, NV 89820

We are planning on gathering as many helmets as possible to use for a funeral fire when Quig leaves us. It sounds morbid, but we want as many helmets as we can get to create one hell of a bonfire. I am hoping we have several months to get as many helmets as possible.

Jackie

Update on the California Litigation

As some of you may know, Quig has one case already on appeal before the California Court of Appeals for the Sixth District arising out of Quig's contention that a helmet ticket under California law is a "fix it ticket." That appellate litigation has been pending for some time.

As all know, Quig obtained a judgment from the Superior Court for the State of California, County of Santa Cruz throwing out his last dozen helmet tickets, and an extensive opinion from Judge Barton in that litigation that the California helmet law is unconstitutional as enforced. The California Highway Patrol didn't appeal that judgment, which is a final California Superior Court judgment.

Quig then filed his civil action for declaratory and injunctive relief which if granted would preclude the California Highway Patrol from continuing to

enforce the helmet law. Since the California Highway Patrol sets the standards by which all other traffic police in the state apply traffic laws, the anticipated effect of a favorable ruling would be to create a de facto free state.

Rather than answer the complaint, the California Attorney General filed a "demurrer" which is pleading which essentially says "so what?" It argues: even if all the facts alleged in the complaint are true, the factual allegations fail to state a cause of action.

At the hearing which was reported to me by several of those who attended, I think it was the consensus that the Assistant Attorney General who brought the demurrer had little grasp of the pertinent issues, and notwithstanding that most said the Judge appeared generally hostile to the plaintiff's cause, he overruled the demurrer, meaning that he found that the plaintiffs, Quig and the other BOLT members, had alleged sufficient facts to justify the relief they had requested.

That was an important ruling, particularly as Quig believes that we should have no problem in establishing the facts alleged in the complaint. Indeed, if Quig and the other Bolt members do establish the alleged facts, this Court is going to be hard pressed to rule against the injunction, given his having previously overruled this demurrer.

Quig called most recently to say that the Attorney General had filed a "Notice of Intent to File Writ of Mandamus" in the Court of Appeals, serving the "Notice" only the parties to the existing appellate case, advising the Court of Appeals that the AG intended to file this interlocutory appeal from the order overruling the demurrer in the declaratory relief case. In the "Notice" the AG argued that the Court of Appeals should "stay" the appellate proceeding to recognize that the helmet ticket is a fix it ticket pending the hearing on their petition for writ of mandamus from the order overruling the demurrer in the injunction proceeding.

I gave Quig my impression, that from my experience the Court of Appeals would summarily reject this notice of intent to file petition for writ of mandamus and that he would probably get a one line note reading "Denied" from the Court of Appeals in a couple of days. A couple of days later Quig called to advise that he had received the note. I also shared with Quig my impression that it appeared to me that the AG may be attempting to delay the currently pending appeal until Quig has passed away and I suggested that he file a Section 91 motion for an expedited appeal given his current health status. I'm not sure if it was done in a formal Section 91 motion, but Quig did call back to say that the request for expedited hearing had or would be made, so hopefully that will serve to undermine any future attempts by the AG to delay the appellate proceeding. I've read Quig's papers on the appeal, and it sure appears to me that Quig is right under the statutes that helmet tickets fall within the class of "fix it" tickets. The CHP rather arrogantly disputes the literal statutory language. But if the Court of Appeals recognizes that helmet tickets are fix it tickets, I think that this will be good interim relief as all those in California who want to ride free should feel pretty comfortable in just riding free, since the worst case scenario is that we will just have to walk a helmet with a DOT sticker into our local Sheriff's office to get the ticket written off.

We discussed that Quig would have the same right in the pending Superior Court injunction proceeding to seek an expedited trial by Section 36 motion. I am not sure whether that motion has or will be made, but in that case there are other BOLT members named as plaintiffs, so that if the case does not

proceed to trial during Quig's lifetime, as horrible as that failure of our court system would be, the litigation would at least go forward in his memory, with the other BOLT members directing the litigation.

Perhaps in a future posting Jackie will inform us of the status of Quig's Nevada litigation because I did not speak to Quig in our most recent conversations about the Nevada proceedings. The last I heard was Jackie's report at Quig's birthday party in December at which she indicated that it was now impossible to get a helmet ticket anywhere in the State of Nevada outside Las Vegas. Quig had previously persuaded the Nevada AG that the state helmet law was unconstitutional for the same reasons the California law is unconstitutional. Quig also attempted to negotiate the same result with the Las Vegas Metro Police, but they responded, rather absurdly, that they would leave the decision to enforce the law to the discretion of the officers on the street. Quig filed suit against the LVMP. I was informed by Quig, perhaps a couple of months ago, that the LMVP screwed around in their responses to interrogatories, the details of which we didn't get into, but Quig's impression was that their answers would provide good additional grist for a motion for summary judgment - a motion which if granted would mean that Quig, and the bikers of Nevada would win "as a matter of law," without the necessity for a trial.

God bless Quig, from my perspective the finest bikers rights advocate I've had the pleasure to know. He is also one of the finest people I know, generous to all, including particularly, the homeless of Santa Cruz. He has served as their protector for the past several years, patrolling in his Freedom Fighters Suburban for police harrassing the homeless. He had one Sherriff thrown out of office, and in the same action obtained a \$45,000 civil rights judgment against the City. When Quig arrives with his two tape recorders, it is the police who disperse. We will lose our most important bikers rights advocate, but I worry most for the homeless of Santa Cruz when Quig, their human rights advocate, passes away.

It breaks my heart that we may soon find that our world is not graced this man. Please join in Jackie's preparations to remember him. Quig has already enjoyed participating in his own "wake," shortly after his diagnosis with end stage lymphoma. The event that Jackie is setting up is a way for all of us across the country to remember him for what he has meant for the cause. For those who have responded to my previous calls to send money to Quig to pay for his medicines, once again, Quig says thank you. Now please send Jackie your helmets in preparation to remember Quig with this bonfire.

Madd Ray

Still Ray Pres
JOURNEYMEN M/C

MRF AZ Ass't Rep

ACMC PC Chair
ACMC BoD

5. Missouri House endorses optional use, Senate still needed

http://www.khqa.com/news/news_story.aspx?id=29802

Motorcycle helmets law repeal?
Missouri House endorses optional use, Senate still needed

Posted: Wednesday, March 14, 2007 at 10:25 AM

JEFFERSON CITY, MO (AP) -- The Missouri House is supporting an effort to repeal the state's helmet law for motorcyclists.

Some motorcycle enthusiasts have tried for years to lift the helmet requirement, but the bill has typically died in the Senate.

The House gave its initial approval today to legislation that would not require helmets for motorcycle riders who are at least 21 years old.

The bill needs final approval before it goes to the Senate.

6. Landmark Motorcycle Rider Training Study to Begin Field Research in So. Cal.

<https://online.msf-usa.org/perspectives/Article.aspx?aid=x0SSTvuHdZsYvLXnK1IR6g%3d%3d>

03/14/2007

LANDMARK MOTORCYCLE RIDER TRAINING STUDY
TO BEGIN FIELD RESEARCH IN SOUTHERN CALIFORNIA

IRVINE, Calif., March 14, 2007 - A milestone three-year study to determine the effectiveness of periodic involvement in a series of motorcycle rider education and training courses will begin field research soon, as the pilot testing phase of the study is set to begin March 23 at a new California Motorcyclist Safety Program rider training facility in Long Beach, Calif.

... "The Longitudinal Study to Improve Crash Avoidance Skills." The crash-avoidance skills of motorcyclists who have taken a series of MSF Rider Courses SM will be evaluated over a three-year period.

The new Discovery Rider Training Center in Long Beach will provide training for all riders in the study. Students in the study will first complete the MSF Basic Rider Course, which is the learn-to-ride course in the MSF Rider Education and Training System. This training system consists of a series of interrelated hands-on and classroom courses developed by the MSF that are designed to increase knowledge, enhance skills, and improve risk management strategies.

Students who successfully complete the MSF Basic Rider Course will be offered, via random sampling, three additional training opportunities at periodic intervals throughout the study. The supplemental courses will be the MSF Experienced Rider Course, plus two new courses that will be introduced as part of the MSF's Rider Education and Training System curricula in 2007: the Rider Perception Module and the Skill Enhancement Rider Course.

"The MSF's rider education and training system used in this study is built upon the principle of safety training renewal," said Dean Thompson, MSF director, communications. "We believe a rider's decision-making and crash-avoidance skills can benefit from being refreshed over time. It is important for riders to regularly refresh their knowledge, skills and risk management strategies. We're strong advocates of lifelong learning."

Rider knowledge, skills, attitudes and experiences will be evaluated and measured over time. The University of North Carolina Highway Safety Research Center will provide an independent evaluation of research that will for the first time take a comprehensive, field-based look at the benefits of ongoing participation in a rider education and training system, and its subsequent effect on crash avoidance skills and real-world outcomes.

"This research on the benefits of rider training may yield results that could very well be used as a guide for future rider education and training

initiatives," Thompson said. "It could have long-range impact by helping the entire safety community chart a course that can help reduce the number of motorcycle crashes."

Since 1973, the MSF has set internationally recognized standards that promote the safety of motorcyclists with rider education courses, operator licensing tests, and public information programs. The MSF works with the federal government, state agencies, the military and others to offer training for all skill levels so riders may enjoy a lifetime of safe, responsible motorcycling. The MSF is a not-for-profit organization sponsored by BMW, Ducati, Harley-Davidson, Honda, Kawasaki, KTM, Piaggio, Suzuki, Triumph, Victory and Yamaha. For RiderCourseSM locations, call (800) 446-9227 or visit www.msf-usa.org.

7. MSF To Conduct 3 year Study On Effectiveness Of M/C Rider Education And Training

<http://roadracingworld.com/news/article/?article=28494>

MSF To Conduct Three-year Study On Effectiveness Of Motorcycle Rider Education
And Training

Mar 15, 2007

>From a press release issued by Motorcycle Safety Foundation:

IRVINE, Calif., March 15, 2007 - A milestone three-year study to determine the effectiveness of periodic involvement in a series of motorcycle rider education and training courses will begin field research soon, as the pilot testing phase of the study is set to begin March 23 at a new California Motorcyclist Safety Program rider training facility in Long Beach, Calif.

The National Highway Traffic Safety Administration and the Motorcycle Safety Foundation entered a cooperative agreement to jointly fund this estimated \$1.2 million research effort. The MSF is contributing 60 percent of the total funding for the research, officially titled "The Longitudinal Study to Improve Crash Avoidance Skills." The crash-avoidance skills of motorcyclists who have taken a series of MSF RiderCoursesSM will be evaluated over a three-year period.

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8. Splatt's Response to Jesse's Fine: Biker Civics 101

From: Splatt the Harley Ratt [mailto:splatt.the.harley.ratt@gmail.com]
Sent: Saturday, March 17, 2007 6:00 PM
To: splatt bastard
Subject: My Response to Jesse's Fine: Biker Civics 101

Here it is...at long last...the long awaited
"slam" you've all been asking, and waiting for....
Tennis, anyone?
~splatt

What's all the Racquet About?

Surely you've heard by now that some big name motorcycle builder was slapped with an even bigger monetary fine by a group of underpaid whack-jobs who can't find real jobs; the California Air Resources Board. (CARB) The six figure fine was handed to this disingenuous parasite for selling a batch of bikes that didn't meet state "emissions standards." I've been telling you for years that smog check for bikes looms large on our horizon (confirmed by CARB this year) but nobody listens. It seems only a select few of us actually give a damn while guys like this live in denial and blame US when THEY get fined, because they expect someone else to fight for their "rights." I try to keep everyone updated on all the ridiculous fines being handed down, but the community didn't take any real interest in the fines of the REAL shops that keep our sport rollin'.

Look, this is easy, the guy fancies himself as a Biker, with the cutesy little thug uniform and all that hoopla, but his bad-ass reputation was entirely bought and paid for, years ago, by somebody else who's walkin' around with a couple of teeth missing. As an avid rider, I can tell you the guy just doesn't exist in my world. I tell people outside our realm that he really isn't one of "us." He's just another porous ego-sponge who's momma didn't pet him enough as a child. How unfortunate...for us.

To maintain my ideological consistency on relevant real-world issues, I apply a few simplistic analogies to matters that might cause moral conflict within my psyche. On immigration, I apply the "Not in My House Analogy." On religion (and riding IS my religion) I apply the "Not in My Church Analogy." On issues regarding Club L.A.M.E., (Look At Me Everybody) the preening peacocks who go

around revvin' their pipes and spoiling things for the rest of us, the Chrome-O-Sexuals™ who salivated at seeing one of us at a stop light and traipsed right down to the Stealership™ to BUY that attitude and freedom lifestyle for themselves without any regard for the social responsibility of tithing to our church, for them, I created the "Tennis Analogy."

The Tennis Analogy, applied to those who perpetuate the myth of being cool without sacrifice, let's say, builders, goes like this; You make fancy tennis racquets but you don't really like to play tennis. You're an artisan with fiberglass and strings, but you've never given support to the tennis community. You don't join the various tennis organizations and you don't even know who it is that keeps the tennis courts lit up at night. When volunteers from the tennis organizations stop by your shop because they need help, you say, "WHO are you? And what can you do for ME?" (True, he did)

You aren't there on the state capitol steps with the rest of us at any protest rally for "Tennis Rights" and you certainly aren't there for "Tennis Awareness Month" which is now recognized by the legislature because of US. No, you get an exemption because you're somebody special. Well, you might fool a bunch of mindless couch potatoes with chrome grip tape and titanium doo-dads, but your tennis racquets have no soul if they aren't played with. Who needs a useless tennis racquet in their garage? The REAL tennis players have REAL life tennis stories to tell about their racquets, matches won and lost. The time they got a haircut with Jimmy Connor or bought a drink for Arthur Ashe. Picking up balls for Martina Navratilova.

You never gave a dime to the Tennis Voter Guide, you don't even vote. You want the prestige of being the go-to-guy in the tennis world and you certainly dress the part. You wear the fancy little tennis bracelet, you sport the sexy white tennis shorts and you mug it up for the camera. That racquet in your hand brings fame and fortune. You wear the same goofy little sweat band that Agassi wears, but when it comes to brass tacks, you're only doing it to pillage what ya can out of the tennis community before you get bored and move on. You NEVER give back, it's just take, take, take. Count the money and let somebody else bleed for the right to swing a racquet around. You just make the tennis racquets and you paint 'em up pretty, it's not your job. Uh huh, right.

If I'm gonna play tennis, I'm gonna play with someone who actually enjoys the sport and understands what it is to preserve tennis for future generations, by doing good deeds and hard work. One of the more popular shirts to come out of Wimbledon said, "_ _ _ _ Who?" I live my life by that credo and the other shirt I own that says, "Fifteen grand and 15 matches doesn't make you a tennis player." The back of that shirt sez: "If you see my racquet on a trailer, call 911, it's being stolen!"

Don't play coy, conveniently forget to get involved, make a Ka-Zillion dollars by breaking all the rules and then have the audacity to ask US why WE didn't do enough to protect you. Ka-Zillionaire that he is, he STILL can't find the chump change in the petty cash drawer to join an MRO. (Motorcyclist Rights Organization) SAME as those other bozos on the east coast, and they're Ka-Jillionaires. If they won't support us, why on earth should we support them? We're VOLUNTEERS, willing to sacrifice our left nut for the sport while their leech-like conceit exists only to take FROM the sport.

So, be honest. How many of you have a fancy tennis racquet with a slick paint job in your garage? Now, how many of you actually PLAY tennis with that racquet? And here's the grand slam; How many of you drive around with a tacky tennis sticker on the rear window of your pick-up truck because it makes you look cool?

~splatt

9. More motorcycles on the road with women in the driver's seat

<http://www.news-journalonline.com/NewsJournalOnline/News/Headlines/frtHEAD03031107.htm>

More motorcycles on the road with women in the driver's seat

By SARA KIESLER

Staff Writer

DAYTONA BEACH -- Ladies, start your engines.

Bike Week isn't just a time for the boys to show off their most prized possessions: custom-paint jobs on their new Harley-Davidsons and the lovely lady chilling in the second seat. The girls are taking up the hobby as their own, hopping onto their own pink, teal and purple bikes to enjoy the freedom and control of the two-wheel machine.

Lisa Landers used to ride behind her husband, where she could enjoy the view and the scenery of the black leather crowd. But now that the Deltona Fire Department dispatcher tasted the freedom of riding her own violet '93 Harley-Davidson, she's never going back.

"It's very exhilarating; there's nothing like riding and the feeling of freedom," said the mother of two, her eyelids and tank top the same candy color as her motorcycle. "I enjoyed riding with him, but once I got one of my own? Uh-uh. No more."

But very few women out cruising Main Street said the times have changed too drastically. Boyfriends and hubbies rarely take a seat behind them, whether it's a threat to their masculinity or simply a risk to hold up a heavier man.

However, 100-pound Gina Gresham, who started on dirt bikes when she was 9 and has been riding a Harley for 20 years, said men constantly jump on the back of her white-and-purple Dyna Super Glide up and down Main Street.

She may not be able to hold a man up, but the Port Orange resident does hold her chin up -- it's the difference in attitude and confidence, she said.

"You get more respect now; you used to get no respect," Gresham said. "I was a tomboy back then, but now women riding bikes look like women. They don't look like men."

Even businesses have picked up on the growing population of women bikers. Steve Eiselstein, a lead showroom salesman at J&P Cycles, said last year the company began purchasing more clutch covers and other bike parts with roses or "lady rider" written on them.

"Women want something more than just skulls," Eiselstein said.

Women aren't just out riding for fun, either. Some of the sportbike gals are winning races, said George Roddam of Birmingham, Ala. He likes it that his wife, Gwen, is riding her own -- it's safer than being behind him, he said.

One of the women who plans on racing after only riding for a year is Beth Kollars, a member of Chic Riders International Motor Club, who bought her 2007 Triumph right on Main Street. Donning a black leather halter top, Kollars said she loves being one woman in a crowd of 100 men.

"I was a trophy last year, but I saw women riding and it inspired me," she said.

"It's such a community, I have made an extended family, just like that."

Many women are scared to get on a bike, she said, because it's hard to find a motorcycle that fits if you're 5 feet 2 inches tall.

At least one man down at Main Street took a backseat to his wife -- but that's only because their motorcycle was parked. North Carolina resident Phil Harris sat behind his wife, Linda, so that both could have a good view of the bikes cruising past. When they ride, Phil takes the front seat.

However, any time the couple tool around in their '77 Chevy Nova, it's Linda in the driver's seat of the 500-horsepower muscle car.

"That's her motorcycle," Phil said.

10. City hopes motorcycle parking plan sticks

<http://www.suntimes.com/news/metro/295874,CST-NWS-cycle14.article>

City hopes motorcycle parking plan sticks

March 14, 2007

BY FRAN SPIELMAN City Hall Reporter

Receipts spewed out by Chicago's pay-and-display

parking machines will soon have

adhesive on the back so motorcycles can secure them.

City Revenue Director Bea Reyna-Hickey said motorcycle owners will be asked to affix the sticky new receipt to the bike's headlamp, under an ordinance that Mayor Daley plans to introduce at today's City Council meeting.

For the first time, motorcycle and scooter owners will also be asked to park their bikes "perpendicular to the curb at a 90-degree angle" -- or as close to 90 degrees as they can get without sticking out into the street.

"It [creates] more spaces for all motorists. Why take up a whole space if you can park it perpendicular?" Reyna-Hickey said.

The Sun-Times reported last fall that Illinois' leading motorcycle rights organization was complaining about a downtown pay-and-display system that's about to be expanded to neighborhood commercial strips.

What concerned ABATE is that its members were getting parking tickets, even though they had no place to secure the receipt to prove they paid to park. Cars put pay-and-display receipts inside the windshield. Motorcycles don't have the luxury.

The new pay-and-display sticker is City Hall's response to that problem, Reyna-Hickey said.

fspielman@suntimes.com

11. Safety on both sides

<http://www.bradenton.com/mld/bradenton/news/nation/16923874.htm>

Safety on both sides

After a sharp increase in fatal accidents, the state is launching a motorcycle safety campaign that targets drivers and riders.

BY STAN FINGER

The Wichita Eagle

He didn't know a stranger. He loved to wear shorts and flip-flops when he rode

his motorcycle in the summer. And he relished walking around on stilts at biker rallies, dressed as Uncle Sam.

Anita Lamb wants people to remember Kevin McVeigh of Wichita, who was killed a year ago Friday at age 46 when a Chevrolet Suburban turned in front of his motorcycle at 37th North and Womer.

Late Thursday night, Lamb put a laminated sign with McVeigh's photo at the crash site. She wanted it to greet dawn on the anniversary of her friend's death.

The sign pleads with drivers to "look twice" and "save a life" by being alert for motorcycles. A cross that friends fashioned from pieces of McVeigh's bike stands at the site, too.

"Last year, too many people lost their lives while riding their motorcycles," Lamb said.

Wichita police and the Kansas Department of Transportation agree. More than 60 motorcycle fatalities occurred in Kansas last year, nearly twice the average of recent years. Thirteen were in Wichita.

Something has to be done to lower those numbers -- "especially in Wichita," said Pete Bodyk of KDOT's Bureau of Traffic Safety.

The state transportation department is poised to launch a multiyear campaign aimed at motorcycle riders and other motorists, Bodyk said. The federally funded campaign will start with billboards and advertisements in Wichita urging motorists to be more aware of motorcycles, and eventually will include promotion of rider safety courses.

"They have selected us as a target environment for the campaign," Wichita police Lt. Paul Moser said.

Later this spring, Wichita police will begin filming a motorcycle awareness video for use on the city's Web site and television channel, Moser said.

"We're trying to target both audiences here," he said, meaning bikers and those with whom they share the road.

That's because about half of last year's fatalities in Wichita -- including the crash that killed McVeigh -- were caused by other drivers, not the motorcyclists.

The accidents in which the motorcyclists were at fault usually involved sport bikes, Moser said. The riders typically had little experience with their bikes.

While five of the local deaths involved people under age 25, the average age in Wichita last year was 35.

That's close to national trends, which saw the largest increase in deaths in the 40-to-55 age range. People who rode motorcycles when they were young are climbing back on decades later, Bodyk said, and "they get something too big for them.

"They think 'I used to ride, I don't need a training course,' " he added. "It's that 'free spirit' attitude."

And it's getting people killed.

The number of motorcycles on the nation's highways only promises to grow, Bodyk said, as gas prices and the cost of new vehicles stay high. That makes finding

ways to reduce deaths and injuries linked to motorcycle accidents imperative.

"If people would slow down and take their time, it would make a big difference," Lamb said. "Most of the people, they think, 'That vehicle's not going that fast, I can make this turn,' and they're wrong.

"They're just all in a hurry. People just need to slow down."
Reach Stan Finger at 316-268-6437 or sfinger@wichitaeagle.com.

12. Motorcycle Safety

<http://ciproud.com/content/fulltext/?cid=1564>

Motorcycle Safety

Reported by: Katie Burcham - WMBD-TV
03/14/2007 04:46pm

WMBD/WYZZ TV - BLOOMINGTON

Long time rider Robert Burton and his wife strap on a helmet every time they board their bikes. But they say just because they decide to does not mean everyone else should follow suit. Burton says, "It's a choice, it should be individual."

But Sergeant Mike Sturgeon disagrees. He says helmets save lives, a fact he has learned while working several motorcycle fatalities in his years with the Illinois State Police. Sturgeon says, "When we see somebody that's not wearing a helmet of course you can't help but reflect on the tragic loss that didn't have to be."

Advocates of a law hope to prevent accident scenes like one in rural Danvers. Tuesday afternoon a motorcyclist who was not wearing a helmet crashed into the path of a van turning left in front of him. It was a tragic accident that resulted in the death of the motorcycle driver.

Denny Turner had worked for 17 years to prevent a helmet law with the motorcycle rights group A.B.A.T.E. He says Tuesday's accident was not an example of how helmets can save lives. He points out, "The fact is that his right of way was invaded and it shouldn't have happened...Usually about 30 miles an hour in a crash like that, a helmet isn't gonna do you any good."

Turner says a helmet mandate infringes on individual rights. He believes the real danger on the road is not the road itself, but other drivers. He says, "I myself, along with others, are getting very tired of burying our brothers and sisters for people's right to drive stupid."

13. 2007 Heritage Motorcycle Rally is Cancelled

<http://www.wcbd.com/midatlantic/cbd/news.apx.-content-articles-CBD-2007-03-14-0053.html>

2007 Heritage Motorcycle Rally is Cancelled

Wednesday, Mar 14, 2007 - 06:19 PM

Raymond Owens

This is a press release from the 2007 Heritage Motorcycle Rally organizers. News 2 is being told the organizers were unable to aquire insurance for the rally, causing the cancellation of the event.

For further details, or questions, please call Dave Harvey at 843-296-0371.

Cancellation of The 2007 Heritage Motorcycle Rally
Bike Week Charleston
Charleston, SC

Press Release

Effective immediately the 2007 Heritage Motorcycle Rally (also know as Bike Week Charleston) in Charleston, South Carolina has been cancelled. This cancellation includes all concerts, bike shows, car show, the Million Dollar Bike Build-Off and all other events scheduled to be held at the Exchange Park Fairgrounds and/or Kickhorse Saloon during what was called the Heritage Motorcycle Rally. This cancellation is for 2007 and all other years following. All concert ticket holders will receive a refund on ticket purchases. Please request refunds from the place of purchase. All radio and television stations participating in promotions have been informed of the decision to cancel the Heritage and all its associated events. All area Hotels and selected national motorcycle magazines are being notified of the event cancellation to help prevent persons coming into Charleston from traveling here for this event. The websites have been changed to reflect the cancellation as well. The Heritage staff has always presented this event as a safe, "Family Oriented" National Motorcycle Event. And with the combined efforts of most of the motorcycle organizations in the area that has been the case. All of Charleston was promised that in 2003 by the promoter Dave Harvey when this event started. Today he does not believe that he can provide a safe environment in the Charleston area for this event to be held. It is with great sorrow that this historic event had to be cancelled due to attitudes and behaviors of some persons throughout the motorcycle community.

14. Expert wants helmet thrown in when buying a motorcycle

http://blog.syracuse.com/news/2007/03/transportation_official_wants.html

Expert wants helmet thrown in when buying a motorcycle
Posted by Cammi Clark March 16, 2007 2:51PM

The nation's top transportation official urges manufacturers to provide free or discounted DOT certified helmets or rider safety training with the purchase of every new motorcycle, according to the U.S. Department of Transportation.

"Helmets and proper training are just as important as brakes or headlights when it comes to the well-being of motorcyclists," said U.S. Secretary of Transportation Mary E. Peters today.

Peters said only 58 percent of riders wear helmets today, which is down 13 percent from just four years ago

15. Redesigned Crash Records Website Enhances
Access to Vital Traffic Records System

<http://www.ghsa.org/html/media/pressreleases/2007/2007.03.14.mmucc.html>

Redesigned Crash Records Website Enhances Access
to Vital Traffic Records System
New Resources Added to www.mmucc.us for Highway Safety Professionals

Washington, DC -The redesigned website for the Model Minimum Uniform Crash Criteria (MMUCC) voluntary crash data guidelines has gone online and offers traffic safety professionals a wealth of new resources and information, according to the National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA). The site gives visitors instant

access to the MMUCC data elements, web-based training and background information.

"Highway safety professionals all over America find that the voluntary MMUCC guidelines help them collect crash data that can make their roadways safer, and the website plays a critical role in helping them access this useful resource," said Barbara Harsha, Executive Director of GHSA, which is involved in and supportive of MMUCC. "The enhancements we made to the site are based on feedback we received from a variety of people in state DOTs and DMVs, law enforcement, safety groups, and other stakeholders who use it in their jobs."

First developed in 1998 by a team of traffic records experts, MMUCC is a set of voluntary guidelines for states to collect more accurate, consistent crash data that are more effective for identifying traffic safety problems, establishing goals and performance measures, and monitoring the progress of problems. A panel of experts has updated the MMUCC data elements every five years since they were established, and the next updated version will be released in 2008.

"We welcome feedback from the traffic safety professionals about what they would like to see in the next edition of MMUCC," continued Harsha. "The forum on the MMUCC website offers a convenient way to provide input, and we encourage people in the field to take advantage of the opportunity to help guide the development of the updated guidelines."

In the months leading up to the release of the updated MMUCC guidelines, an expert panel will hold a series of meetings to develop the new data set. In addition to NHTSA and GHSA, other groups that are helping to update MMUCC include the Federal Highway Administration, Federal Motor Carrier Safety Administration and USDOT's Research and Innovative Technology Administration. The MMUCC team encourages states that are updating their crash reporting forms to include the MMUCC data elements and recommends that anyone who shares a stake in highway safety to bookmark www.mmucc.us for an invaluable traffic safety resource.

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The Governors Highway Safety Association (GHSA) is a nonprofit association representing the highway safety offices of states, territories, the District of Columbia, Puerto Rico and the Indian Nation. GHSA provides leadership and representation for the states and territories to improve traffic safety, to influence national policy and to enhance program management. Its members are appointed by their Governors to administer federal and state highway safety funds and implement state highway safety plans.

16. Buckle-up mandate doesn't click

<http://www.news-journalonline.com/NewsJournalOnline/Opinion/Editorials/opnOPN47031707.htm>

Buckle-up mandate doesn't click
By FRANCES K. THOMAS
COMMUNITY VOICE

After reading the essay under "Florida Voices" earlier this week, I felt the need for a rebuttal. As always, there are at least two sides to every subject. Nothing in life is 100 percent, and nothing in life is perfect. Maybe seat belts save some -- that would be some -- lives, but they also cause the death of people, in some instances; therefore, nobody should grandstand about an issue without considering both sides of the equation.

My son was forced off the road by another driver, and his car slammed into a concrete post on a bridge. The front of his car

caught fire and, although he was not injured by the crash, his seat belt jammed and he was unable to get free. The man who ran over to help did not have a knife and was unable to cut the belt. Can you imagine the frustration of that person who tried to help and had to stand by, unable to save his life?

When people are being "high and mighty" about dictating how other people should lead their lives and do what they think is the right thing, they should take a step back and think about the other side of the coin.

Motorcycle riders in Florida don't even have to wear helmets, never mind seat belts, and they don't have the protection of metal around them, as we do in cars. Anyone who wants to be a crusader can try to get government to reinstate the helmet law. But better yet, get government to stay out of its citizens' lives in such matters as whether they want to be restrained or not, whether they want the choice of a helmet, seat belt or not, and move on to matters of greater concern such as funding for schools and teachers.

If we are considered "adult" enough to get a driver's license, let's assume we also are adult enough to consider the consequences of our own decision to belt or not belt. It is our loss, if we die, based on that decision. My son chose to wear a belt. Bad choice.

Tell me again about how seat belts save lives? Oh, they save some lives. I get it.

Thomas lives in Port Orange.

17. LIFE WITH BIG BROTHER

http://www.worldnetdaily.com/news/article.asp?ARTICLE_ID=54715

LIFE WITH BIG BROTHER

'Sinister' speech plan to track Americans
Bill would list ordinary citizens as lobbyists, disclose all contacts
Posted: March 16, 2007
1:00 a.m. Eastern

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A new plan proposed in Congress would establish that every American is a "citizen-lobbyist" and force executive branch officials to record and publish all contacts with them, virtually eliminating the free exchange of ideas needed for open representative government, say critics.

The "Executive Branch Reform Act," or H.R. 984, filed by Rep. Henry Waxman, D-Calif., has been endorsed by the Committee of Government Oversight and Reform 20-0 and continues to advance in the U.S. House.

Records show it would impose vast new requirements on executive branch officials to keep track of the names of citizens who contact them, and the subjects of any conversations, so that information could be compiled four times a year and published for all the world to see.

"In Waxman's brave new world, Joe Q. Citizen is no longer viewed as a welcome source of input to the federal government," said Rev. Ted Pike, of Truth Tellers. "Rather, only Waxman and select colleagues, primarily in Congress, the intelligence community, and the military, are allowed to communicate freely with one another.

Rev. Ted Pike, of the National Prayer Network

"The common American is viewed as a potential source of unhealthy opinions (i.e., grassroots lobbying efforts)," he said.

The plan follows by only weeks a different proposal, Section 220 of the Senate's Lobby Reform bill, which was attacking free speech at the other end of the spectrum.

That plan would have required organizations that do grassroots work, encouraging constituents to contact Washington about its latest plans and actions, to do the paperwork. But after its intent was publicized, the very grassroots activism that it sought to crush rose up and triggered its defeat.

It would have required any organizations making grassroots contacts to document phone calls, personal visits, e-mails, magazines, broadcasts, phone banks, appearances, travel, fund-raising for government tabulation, verification and audits.

Officials said it would have virtually eliminated the ability of organizations to publicize Washington actions and encourage citizens to comment.

Now Pike has concluded that the new bill is "just as sinister."

It would "bring the democratic process to a crawl, not just on the grassroots level but at its furthest extreme, among more than 9,000 employees of the executive branch of government."

"Because of such potential 'corruption' of federal officials by heartland America, H.R. 984 will require all members of the executive branch to keep records of every call from concerned citizens," Pike said.

"Such federal employees must even keep records of conversations during work or at a bar after work or even from their spouses in bed - input which might be construed as desiring to influence national policy. These records must include names, date, and detailed information about the content of each conversation."

"The federal government will then take this data and publish it for the world to see. This, Waxman contends, is 'openness in government,'" Pike said.

But in reality, "H.R. 984 means the government, which should be responsive to free petition, comment and criticism from the American people, will find its paperwork obligations so burdensome that the only way to govern will be by isolation from the public."

He said, "This sinister legislation demolishes free exchange between citizens and those who govern, helping create a 'big brother' police state. The government will know everything about us while we would be afraid to raise our heads in comment or protest for fear of even greater federal control over our lives."

"It is vital NOW to call the House member from your district, plus as many other House members as possible ...," Pike said. "Give them the following message: 'Please do not pass Rep. Waxman's bill H.R. 984, which requires executive branch officials to report all their conversations with concerned Americans. This violates our First Amendment rights as well as the right of petition.'"

The National Right to Life said the new plan simply would make government officials unlikely to be willing to listen to voter concerns.

"It would no longer be possible for a private citizen or representative of a group of private citizens to enjoy any degree of privacy when they send a communication on a policy matter to a government official, because the official will be required to report the contact," the analysis of the issue said.

"Once this is generally understood, many citizens will become more reluctant to exercise their constitutional right to petition as freely as they did before," the group said. "Another predictable effect would be to enhance the already considerable influence wielded by congressional committee chairmen such as Chairman Waxman - an influence often exercised entirely outside of the public eye. Contacts from Congressman Waxman or from any of his scores of staff persons are exempted by H.R. 984..."

"Congressman Waxman wants to sell his bill as an expansion of 'government in the sunshine' - but what he really wants is the political equivalent of a tanning salon: a structure in which Executive Branch officials would be isolated from the real world, and then exposed to intense, artificial, and unhealthy radiation generated by privileged inside players such as himself."

James Dobson, chairman of Focus on the Family Action earlier this year had interrupted his regular broadcast schedule to alert people to the Section 220 provision.

When it fell by the wayside, he said, "The big winners in this battle are the American people. Getting rid of the onerous grass-roots lobbying restrictions in S.1 is a triumph of the representative form of government our Founding Fathers established 230 years ago."

As WND has reported, Pike and his Truth Tellers also have been involved in monitoring for proposals in Congress that would create hate speech crimes in the United States, and he's working to notify people about those.

Activists note that under such laws in Canada and France both, legislators have been fined for publicly criticizing homosexuality. Three years ago, a Swedish hate crimes law was used to put Pastor Ake Green, who preached that homosexuality is a sin, in jail for a month.

Pike said America's justice system requires proof of physical tangible damage before an arrest, but such proposals - including the one that is pending, H.R. 254 -- would change that. "It seeks to establish a different 'bias motivation' justice system, which will be defined in courts by judges, as has happened in Canada."

"Judges will establish legal precedents - precedents that protect groups such as homosexuals not only from physical bias-motivated violence but also from 'verbal violence,'" Pike warned. "This will include the 'hate speech' of Bible-believing evangelical Christians."

18.The DC Gun Ban

<http://www.house.gov/paul/tst/tst2007/tst031207.htm>

The DC Gun Ban

Last Friday a federal appeals court in Washington DC issued a ruling that

hopefully will result in the restoration of 2nd Amendment rights in the nation's capital. It appears the Court rejected the District of Columbia 's nonsensical argument that the 2nd Amendment confers only a "collective right," something gun control advocates have asserted for years.

Of course we should not have too much faith in our federal courts to protect gun rights, considering they routinely rubber stamp egregious violations of the 1st, 4th, and 5th Amendments, and allow Congress to legislate wildly outside the bounds of its enumerated powers. Furthermore, the DC case will be appealed to the Supreme Court with no guarantees. But it is very important nonetheless for a federal court only one step below the highest court in the land to recognize that gun rights adhere to the American people, not to government-sanctioned groups. Rights, by definition, are individual. "Group rights" is an oxymoron.

Can anyone seriously contend that the Founders, who had just expelled their British rulers mostly by use of light arms, did not want the individual farmer, blacksmith, or merchant to be armed? Those individuals would have been killed or imprisoned by the King's soldiers if they had relied on a federal armed force to protect them.

In the 1700s, militias were local groups made up of ordinary citizens. They were not under federal control! As a practical matter, many of them were barely under the control of colonial or state authorities. When the 2nd Amendment speaks of a "well-regulated militia," it means local groups of individuals operating to protect their own families, homes, and communities. They regulated themselves because it was necessary and in their own interest to do so.

The Founders themselves wrote in the Federalist papers about the need for individuals to be armed. In fact, James Madison argued in Federalist paper 46 that common citizens should be armed to guard against the threat posed by the newly proposed standing federal army.

Today, gun control makes people demonstrably less safe-- as any honest examination of criminal statistics reveals. In his book "More Guns, Less Crime," scholar John Lott demolishes the myth that gun control reduces crime. On the contrary, Lott shows that cities with strict gun control--like Washington DC--experience higher rates of murder and violent crime. It is no coincidence that violent crime flourishes in the nation's capital, where the individual's right to defend himself has been most severely curtailed.

Understand that residents of DC can be convicted of a felony and put in prison simply for having a gun in their home, even if they live in a very dangerous neighborhood. The DC gun ban is no joke, and the legal challenges to the ban are not simply academic exercises. People's lives and safety are at stake.

Gun control historically serves as a gateway to tyranny. Tyrants from Hitler to Mao to Stalin have sought to disarm their own citizens, for the simple reason that unarmed people are easier to control. Our Founders, having just expelled the British army, knew that the right to bear arms serves as the guardian of every other right. This is the principle so often ignored by both sides in the gun control debate. Only armed citizens can resist tyrannical government.

19. Quotable Quote

Thanks to GirlGeek for contributing this:

"The mania for giving the Government power to meddle with the private affairs of cities or citizens is likely to cause endless trouble, through the rivalry of schools and creeds that are anxious to obtain official recognition, and there is great danger that our people will lose our independence of thought and action which is the cause of much of our greatness, and sink into the helplessness of the Frenchman or German who expects his government to feed him when hungry, clothe him when naked, to prescribe when his child may be born and when he may die, and, in time, to regulate every act of humanity from the cradle to the tomb, including the manner in which he may seek future admission to paradise."
—Mark Twain

20. Show your support for the fight.
 <http://www.solriders.com/products/>

If you need more info on this or any other subject just go to the Sons of Liberty Riders Info Zone
<http://solriders.com/> or <http://bikers4row.org>
--

Later
Hawk

Success is determined by EFFORT!!

Anything can be accomplished, if it's planned
right and you have the desire and creativity to
execute it.
Jesse "The Governor" Ventura

Sons of Liberty Riders
<http://www.solriders.com/> or
<http://www.bikers4row.org>

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