

MC Club Basics

The Club

The intent of this section is to give you an overview of the structure and philosophy of the traditional motorcycle club (MC). This does not necessarily express the feelings or priorities of any particular club, as all motorcycle clubs differ on some points. Regardless of the basic philosophy of this group, it is important that you understand the perspectives of other clubs that you may be associating with from time to time.

If motorcycles influence your lifestyle, then you are part of the motorcycle community. Of all the types of organizations found within that community, the traditional motorcycle club stands apart and ranks highest in stature.

Respect

A serious MC club commands respect for one reason. Those who are correctly informed recognize the deep level of personal commitment and self discipline that a man has to demonstrate and sustain in order to wear a patch. They realize that a club's "Colors" are closely guarded and the membership process is long and difficult. Other factors notwithstanding, they respect Patchholders for what they have accomplished by being able to earn and keep the patch they wear. This is respect born out of recognition of dedication and accomplishment. The MC Club strives for respect for this reason. This is especially true as it pertains to those persons outside of the motorcycle community. This segment of society is by far the larger, and therefore represents a larger market for any fund raising activities that the group might undertake. It stands to reason that cultivating a relationship with these people is important, and to be perceived by them as "Biker Scum" would not be advantageous to the group. They will therefore conduct themselves as upstanding citizens in every way... "Good neighbors" so to speak. The goal is to be admired and respected by the general public rather than feared. The serious club, and all of its members and guests, will always conduct themselves publicly in a highly professional manner.

Club Colors

The general public does not draw a distinction between different club colors. In many cases, they simply can't tell the difference: we're all "Biker Scum" to them. If one club causes a problem that touches the public sector, the offending club's identity is either confused or ignored and the heat comes down on all clubs. The general public does not make the distinction between a MC and an RC (Riding Club), therefore EVERYONE needs to be aware that no matter whether they are in an MC and RC or an Independent rider, their actions reflect on all in the motorcycle community. The MC clubs tend to police themselves to avoid such incidents.

Participation

A Patchholder will not discuss any club business whether it's about membership numbers, club goings on, or any member's personal information with anyone outside of the club. They understand that they are a Patchholder 24 hours a day whether or not they are wearing their colors. Everything they say or do in public can affect the club. They also understand that if they get out of line, that they are subject to be counseled for their own good and for that of the club. Wearing a patch is more than getting together for good times. It also means getting together for the other times, too. It constitutes a lot of work. It's committing themselves to a lifestyle in which they do not look for how their brothers or sisters can help them, but for ways that they can be of help to their brothers and sisters. They always look to give rather than to receive. All of this may seem very idealistic, and in some cases it's just that. But it is an ideal that all clubs profess and are always striving for in principle and practice.

Always be aware of the "Golden Rule" of conduct while traveling in club circles: If you give respect, you'll get respect. If you act with disrespect, then you'll be treated with the same.

Levels of Commitment

When someone earns their patch, it does not mean that he or she has reached the ultimate goal and from that point they can kick back and coast. Moving from guest to probation to Patchholder is not climbing from the bottom to the top, but rather more like climbing a constantly ascending slope, and in time becoming a stronger and more committed brother or sister. A person's probationary rocker and later their patch are merely presented in recognition of what they have demonstrated along the way. In this fashion, the more senior the Patchholder is in the club and the more they experience, the more of a brother or sister they should be to all.

Purpose of Probation / Prospecting

Probation is not an initiation, as you would find in a fraternity. It is instead a period of time that is sustained until the person, in every sense, conducts themselves with the respect that is mandated to be a Patchholder. It's a time in which:

The attitude is conditioned so that he/she displays a sense of responsibility and respect toward the patch holders of the club, without which they will not develop a sense of respect for the group.

He/she is educated in basic MC protocol and etiquette.

He/she is given time to develop the habits that are basic to good security and good communications.

To get into the habit of participating.

To become accustomed to trusting the judgment, at times blindly, of those patch holders who will someday be his or her brothers and sisters.

The list could go on but the point here is to demonstrate that probationary period has definite objectives and that a person will go nowhere in the club if he/she is not aware of this and does not apply themselves to those ends. It's not possible to make a checklist of what is expected from a person in all cases. There isn't any formula for success, but the key is ATTITUDE AND RESPECT. Everything else can be learned in time, but a person's attitude comes from the heart.

MC/RC Differences

MC: What is expected of a Prospect...

RC: What is expected of a RC member ...

MC: As a Prospect, strive to conduct yourself as a responsible Patchholder at all times.

RC: As a RC member, strive to conduct yourself in a responsible manner so as to not give your club a bad name. Whether you are wearing your patch or not, common courtesy and respect for ANY individual you make contact with will always leave a good impression of you, your club and motorcyclists in general.

MC: Always display a positive attitude.

RC: Always display a positive attitude.

MC: Participate as much as you think is acceptable; then participate more.

RC: Participate as much as you are comfortable with. You joined to ride and meet others with the same interest, but the more you participate the more you will get to know others and enjoy the experience. You will only get out of it that you put into it.

MC: If you see a Patchholder of your group that you have not met, take the initiative to introduce yourself as.. "Prospect (your name)."

RC: It's always good to introduce yourself to fellow club members.

MC: At all gatherings, make it a point to circulate when you have the time to do so and greet every Patchholder who is there.

RC: It's always good to meet new people.

MC: Don't get overly friendly with someone that is not a regular acquaintance of the club. If someone outside the club has questions, refer them to a Patchholder. Never give out a Patchholder's name, phone number, address, or any personal information to anyone outside the club.

RC: Meeting new people is one of the things a RC is about. Answer questions as you are able. If you don't know the answer to a question, refer the questioner to someone you think might know, such as one of the officers of your club. Don't give out personal information unless you know that the person being asked about wants it given out; that's only common sense.

MC: Never give out any information about the club itself to outsiders. This includes, but is not limited to, where the club is based, how many members are in the club, etc.

RC: RCs aren't normally out to hide anything. They are just a riding club and as such, really don't have much in the way of club business. If you know of sensitive private matters concerning the RC then it is expected that you would use good judgement in not sharing it with others who are not involved.

MC: While in public places, always conduct yourself with your association with the club in mind. Remember that what you do, people will remember; good or bad.

RC: While in public places, always conduct yourself with your association with your club in mind. Remember that what you do, people will remember; good or bad. The public perception of anyone who rides a bike should be considered and a good attitude is always the kind of perception we want to present, club or no club.

MC: Never let a Patchholder walk off alone in an unsecured area. If he/she is going out to their car, bike, or even just out to get some fresh air, go with them. Watch their back at all times.

RC: Never let someone go off alone without someone keeping an eye on them, especially in this day and time.

MC: Remember who you are 24 hours a day. Your association doesn't go on and off with your colors.

RC: You should always conduct yourself responsibly when dealing with other people, including e-mails and on the internet. RCs do not have colors - the patch is a purchased patch that shows you are a part of a riding club whose purpose is to get together to ride motorcycles and enjoy the companionship of others with a similar interest.

MC: Out of respect, if two or more Patchholders are having a private conversation, don't approach them within earshot, especially if they are talking with a Patchholder of another club. If you feel that you need to interrupt, put yourself in a place of visibility and wait to be acknowledged.

RC: It's only common courtesy not to interrupt a conversation or evesdrop.

MC: NEVER use the term "Outlaw Club" when speaking to a member of another club.

RC: NEVER use the term "Outlaw Club" or any of the other names they are known by when speaking to strangers (you never know when one of them might be a member of an MC, be a support member or know members of an MC).

MC: Never lie to a member of another club. If you are in a situation where you are asked about the club or its membership, it is acceptable to say "That seems like club business and I really can't talk about it". If this doesn't put the subject to rest, offer to put them in touch with a Patchholder for them to speak with.

RC: Never lie to anyone. Either answer the question or refer the questioner to someone who can.

MC: Always show respect to a Patchholder of another club. Even though they are with another club, they earned their patch.

RC: Show respect for other people, club or not. It's the polite thing to do.

MC: Never call a Patchholder of another club "brother". He's not your brother.

RC: Never call a member of another club "brother". If he is a friend and you two consider each other brothers, wait for him to address you as such in public.

MC: Remember, your patch is earned, it is not given to you.

RC: RCS don't earn their patches. The patch has no meaning except that it indicates you belong to a club that you signed up for and associate with.

MC: Never bring a personal friend or a stranger into the presence of Patchholders without asking permission to do so first.

RC: It's great to introduce new people to the group; just make sure you don't interrupt a conversation when doing so.

MC: At an open function, never turn your back to a Patchholder of another club. This is not so much for safety reasons, but as a show of respect.

RC: It's always polite to face the individual or group you are talking to.

MC: Always show respect and courtesy to Patchholders of other clubs. Don't come across like you want to be best friends. Be professional in such encounters; keep it short, then move on.

RC: Always show respect and courtesy to everyone, club or not.

MC: Never be quick to walk up to a Patchholder of another club in a public setting, even if you know them well and the clubs are on friendly terms. If you want to greet them, walk up slowly and wait for them to indicate that

they want such a public display to take place. They may be on some club business and may not want to give the general public the impression that the clubs are on such friendly terms. If they look like they are going to ignore you accept it and keep your distance, the best approach is always to wait for them to come to you and let everyone else see that.

RC: Use common courtesy and common sense.

MC: Learn what different parts of our patch represent and what the different color combination of yours and other clubs represent.

RC: A RC patch should never be referred to as colors. RCs should NEVER wear any kind of location banner with their patch and NEVER wear any kind of support patch for any other MC. RC patches are usually bought – not earned.

Protocol Basics

These are some things for you, as a Riding Club member, to consider when dealing with motorcycle clubs. They are also things to consider if and when you are going to be around motorcycle clubs.

1. Patchholders are people too. They have good and bad days, they have jobs, families, and normal everyday problems and concerns just like anyone else. There are those who no matter what you say or do, it will not be right with them. Just like with any group, you will find both good and bad.

2. Protocol and Respect are primary rules when dealing with a motorcycle club patchholder.

If you are FORMALLY introduced to a patchholder, make sure either the person doing the introduction (or you) make sure they know what club you belong to & if you are an officer, what position you hold. Under no circumstances do you interrupt to correct a mistake while that person is introducing you or while they are talking. Wait till the introduction is done & politely introduce yourself correctly. i.e.....

Joe Rider, xxxxxxxxxxxx Riding Club, 1st Officer, Anytown Chapter.

Fred Spokes, Anystate Officer, xxxxxxxxxxxx Riding Club

(Use your name - not your nickname. Nicknames may come later.)

3. Greet them as you would meet anyone else & wait until the offer is made to shake hands. DO NOT interrupt, wait for them to recognize you. DO NOT be offended or make a big deal if they do not offer to shake your hand. Many times they want to get to know about you and your club a little better before they will offer to shake your hand.

4. Never, Ever, Lie. You can refuse to answer a question in a polite manner by saying something like, "That seems like club business, and I would like to refer that to one of our officers in order to get better information for you." Be prepared to answer questions about what your club is about. Such as....

A.) "We are a riding club & not a motorcycle club and have no intention of ever trying to become a motorcycle club".

B.) The Patch is bought & not earned.

C.) No dues or Dues - as applicable.

D.) All makes and models of motorcycle are welcomed. Or it's a brand specific or special requirements club.

E.) We are a non-territorial club.

F.) We are a neutral club and do not wear any MC support patches.

G.) Women riders are welcomed and in many cases are club officers.

H.) We are an AMA chartered riding club.

J.) Do not offer forum links or web sites, It's better to refer them to a club officer.

K.) Do NOT brag about how large the local or national membership is.

L.) Do not volunteer club info. If they ask a question about the local chapter answer it if you can. If they start asking questions about the number of members, or the National chain of organization refer them to one of the club Officers.

5. Women in leadership positions or being a patchholder in motorcycle clubs, while not totally unheard of, is very rare. That's just the way it is. Most motorcycle clubs would also rather deal with a man if there is business to conduct. Most realize what a riding club is about & will for the most part accept a woman as an officer, and a woman officer will most likely be allowed to attend any meeting. Whether or not they will deal directly with a woman officer or not depends on the individual motorcycle club/chapter. There is no set rule for this and they will let you know if it's ok with them or not. Many motorcycle clubs do not care to deal with the National officers. They would prefer to deal with the local or state representatives.

6. If anyone knows a patchholder, don't let him/her throw the patchholders' name/nickname/club's name around like you're a great buddy of theirs (even if you are). Many clubs consider that as a major disrespect to the whole club.

7. Watch where you are when speaking about them, and never say anything about them in public because you never know when that woman, man, or kid in regular clothes standing near you might be one of them, or a "support member". Patchholders do not always wear their colors. By the time the story gets back to the top club in your area, it will have been changed many times over and could be blown up way out of proportion.

8. Anything said about them between club members is club business ONLY. If comments, even those said in a joking manner were to get out, problems could start. Discussion outside the privacy of the chapter can start rumors which could cause a lot of problems for not only the chapter, but also for other chapters in and out of the state.

9. If for some reason you have to say something while in public about a motorcycle club, take the person you're talking to aside, alone, and say ONLY what you need to say to get your meaning across. Say as little as possible so anyone else can't overhear it & misunderstand what you're talking about.

10. Watch where you wear your patch (RCs don't wear colors, colors are earned, not bought) and it's just common sense to stay in numbers when wearing the patch. (Some motorcycle clubs can be very territorial and some clubs don't see any difference between a RIDING CLUB and MOTORCYCLE CLUB, good or bad.) If you are unsure of the areas or places normally frequented by motorcycle clubs, find out from your club Officers. If you are planning on traveling and are concerned about what the situation may be in regard to the relationship with the local motorcycle clubs in the areas you'll be traveling through or staying in, talk to your local officer and ask if they can find something out by contacting the officers in the areas you will be in.

11. "SHOW THEM RESPECT." That's A #1 with them! (and worth repeating).

12. If you already know a patchholder, or get to know one in the future, don't just walk up to him/her and interrupt when they are with other members. Wait till he/she acknowledges you first and NEVER touch them or put your arm around them like a buddy. Don't put your hand out to shake theirs; wait for them to extend their hand first. If for some reason you're not acknowledged at all, then just keep walking. If you need to talk to an officer of a Motorcycle Club the proper way is to go through the Sgt at Arms or one of the patchholders.

13. You have to decide whether or not you want to show respect by going to any of their functions or if you want to avoid all of them all together. If you do choose to show respect and go, you can do this in a way that may make you feel more at ease by going to one of their "support's" functions instead of the top club's function (if they have a support patch then you're still indirectly showing the top club respect). But if you do go, then you also have to go to their rival clubs' function or you'll be telling everyone that you're not a "NEUTRAL" club as you said you were. (Example: If you go to the Club A's function then YOU HAVE TO GO to the Club B's function, etc..) You have to decide how you want to stay neutral, by going or not going and you have to let all the other area chapters know if you're going too, so they're not in the dark and we can ALL stay on top of things.

**** NOTE ***** A better way to support them and still give the appearance of being a neutral club is to attend only "open to the public" events that a motorcycle club may be sponsoring.

If you feel that you do want or need to go to a "limited event", then you'll have to go representing yourself as yourself, preferably without wearing any patches identifying your club. Remember, if you're wearing your club patch, you are considered by everyone to be representing your whole club. If anything were to turn sour, then your whole club could wind up with problems down the road. Also, once the rivals of that club you visited find out (and they will within a day or two), then those rivals will see you as no longer being neutral & you could be considered a rival of theirs too.

14. No CLB's (Chapter Location Bars), any territory rockers, or anything giving the appearance of a rocker should be worn with the RC patch. State flags, state logos may be worn in some areas and not in others. It's best to check with the local RC officers to make sure what is ok in your area.

15. If someone from a motorcycle club requests that you remove your vest/patch, don't argue. The best reply is, "No Problem" & politely take it off and let your Club Officer know what motorcycle club it was so they can deal with any potential problems. You normally will only get asked once.

16. If an establishment has a sign indicating "No Colors", even though your patch is not considered "colors", the vest should be removed out of respect to the other clubs and the policy of the establishment. While you may just be a Riding Club, it's only respectful to honor the house rules. Motorcycle clubs that honored the "house rules" would probably be deeply offended that you didn't. Also remember, many establishments choose to have this policy and it applies to all clubs that use any kind of patch; they do not distinguish between a MC and a RC. Be aware of the local motorcycle club hangouts & it's best not to wear the RC patch into them without an invitation.

17. Do not wear your Patch into a motorcycle club clubhouse unless you have asked if it's ok to do so or have been invited for a "sit down" with the officers of the motorcycle club, or been invited As a Riding Club Member, to attend a function there.

18. In regard to women who are with a MC club, but not in the club: Old Lady is not a negative or derogatory term, it's just a slang term commonly used. "Property Of" patches are their way of showing support for their man and the club he's in.

19. A patchholder may not, and many times will not, acknowledge your wife or girlfriend, especially upon a first meeting.

20. DO NOT touch or sit on a patchholder's bike unless invited to do so. Do not expect the invitation.

21. A prospect can usually be identified by the back patch they are wearing. There are many different ways motorcycle clubs identify prospects. They can have the rockers without the main patch. They can actually have a patch saying "PROSPECT". Some do not wear any patch, because all the Patchholders know who the prospects are. You want to treat a prospect or even someone you suspect is a prospect the same way you would treat a patchholder - with respect and courtesy.

22. Have absolutely no doubt that a motorcycle club is serious and many have been known to physically educate a person who shows disrespect or displays a bad attitude.

23. Be aware of the behavior and attitude of the other RC members who are with you (especially if anyone has been drinking) at events. If necessary, try to take action to avoid problems before they happen. For example, if someone appears to be getting too angry or loud and possibly disrespectful, take them aside or suggest going somewhere else until things settle down. You could also let one of the officers of the club know about the situation. If an incident should occur in spite of your efforts when no Officers are present, make sure to let your officers know as soon afterward as you can. If no club officers happen to be there, then ALL of the RC members that are there need to make the attempt to take that person aside, and strongly suggest that the offending RC member go somewhere else to settle down.

24. Be aware that problems created in one part of the country by a RC member or issues with the RC in one area have the potential to affect RC members in other areas and states.

25. The term Brother or Bro has special meaning to a Patchholder, do not call a Patchholder Brother or Bro. Their Brothers are fellow Patchholders and those that have earned that term.

26. Don't ever touch any part of another club member's colors, which includes the vest or jacket it's sewn on. That is considered serious disrespect, which could cause them to aggressively educate the un-informed.

Club Organization

Just an example of basic duties and responsibilities of one MC club. Each club and even chapters within the same club will have differences.

Principal Officers – Executive Committee

There shall be five voting officers for each chapter; President, Vice-President, Secretary, Treasurer, and Sergeant-at-Arms. These officers make up the executing committee. The Road Captain shall serve on the Executive Committee as a non voting member, except while serving as an alternate.

Eligibility

Any Active Member may run for office. Nominations are not required to run for any principal office. Any Active Member may become a candidate by simply stating their intention to do so at the October or November monthly meeting. A member may not run for more than one office at a time.

Elections

Elections of principal officers shall be held at the December monthly meeting. In order to allow for an orderly transition of administrations, the newly elected slate shall assume office at the Annual Meeting. All principal officers shall be elected by a plurality vote. A member may not hold more than one office at a time.

Term of Office

All principal officers shall be elected for a term of one year.

Special Election

In the event that the current elected officer is no longer able to perform their duties, a special election for that position shall be held to fill that position at the next monthly meeting.

Impeachment

A writ of impeachment against any officer may be submitted by any active member at a regular meeting. This writ must be signed by at least three Active Members of the chapter and must list the charges as the basis for the writ. All Active Members in the chapter must be informed of the writ prior to any impeachment vote. In order to allow the officer in question an opportunity to prepare a statement concerning the charges against them, a special shall be scheduled for action on the writ no less than three, no more than seven, days following the submission of the writ. Prospects are prohibited from attending this meeting, unless required to give testimony to support the writ or to support the officer in question as a witness. Impeachment requires a 2/3 majority vote of all Active Members in the chapter. Any disciplinary action besides the impeachment will be decided upon by the remaining officers within 7 days of the impeachment vote.

Duties and Authority

President

The President is the CHAIRMAN of the Executive Committee and the Chief Executive Officer of the club chapter. All matters concerning relations between the club and any outside person or organization should be routed to the President for appropriate action. The President or his delegate shall assume the Chair at all chapter meetings. He is responsible for controlling the meeting and keeping order. If necessary, the Chair may utilize the services of the Sergeant-at-Arms to aid in keeping order. The Chair may not make or second any motion,

and may only vote on questions where their vote would affect the outcome, as in making or breaking a tie vote, or on ballot questions.

Vice-President

The Vice-President shall coordinate all committees and supervise plans for all club events. The Vice-President shall act as an intermediary between the President and the Members and Prospects. All questions or comments concerning any club business not specifically related to the duties of the other officers should be brought directly to his attention. Additionally, the Vice-President is the Second-in-Command to the President, and shall assume all responsibilities and duties of the President in their absence.

Secretary

The Secretary is responsible for making and keeping all club chapter records. Membership List, Chapter Bylaws, Rules of Order, Standing Rules, Records of all committee appointments, all written reports, copies of all correspondence between the club and any outside person or organization, Meeting Minutes. He is responsible for calling roll at the meetings. The Secretary must notify Active Members of special or emergency meetings, and must notify all the members of any appointments or elections in their absence.

Treasurer

The Treasurer keeps all the funds of the club chapter. All un-issued Club Colors and Patches, as well as a record of colors, patches, or reproductions thereof issued to members. He may disburse funds to pay expenses as prescribed in the Standing Rules. The Treasurer must keep an accurate record of all income and expenses. He is required to report the fiscal status of the club at each regular meeting for the information of the members. He must submit a written annual report to the Executive Committee at the Annual Meeting.

Sergeant-at-Arms

The Sergeant-at-Arms is responsible for ensuring that the Bylaws and Standing Rules of the club are not violated. He is responsible to insure that the orders of the Executive Committee are carried out in an expeditious manner. He is responsible for policing and keeping order at all club events, except as noted under the Duties of the Chairman. He may conscript members to aid in keeping order on their own authority. He has the responsibility to the club to report any unseemly behavior of incident to the Executive Committee. He is responsible for securing any patches or colors from any member who retires, resigns, or is expelled. The SAA is responsible for the safety and security of the club, as well as the protection and defense of its members and prospects. He shall keep and maintain a record of all data pertinent to the safety and security of the club and its members and prospects. Upon becoming aware of any real or perceived threat to the club, its Members, Prospects, or events, he shall immediately notify the Executive Committee of that information.

Road Captain

The Road Captain is responsible for all club runs. He shall research, plan, and organize all runs. During actual time on the road or at intermediate stops during a run, he shall act as the ranking club officer, deferring only to the President or Vice-President if either of them are present, and only then for matters involving persons outside the club. He shall supply the Secretary with any information required to notify outside agencies of impending club runs in a timely manner.

1% By-Laws Example

This set of 1%er MC Club bylaws and rules of conduct was submitted for use in the effort to help educate. Remember, just like with everything else on this web site, different club in different areas can vary widely. This is just one of the many different ways a club's bylaws are set up.

Special thanks to Bulldog and all the former members of the Devils Breed MC for sharing this.

Aloha Teacher,

Here is for you to use on your site if you like, the By-Laws Regs and SOP of a 1% Club, Devils Breed MC Honolulu Hawaii.

We retired our club last year after 30 years (1976-2006), we are all getting to old. Feel Free to use it, and you may post My name as Ref.

Take care.

Improvise, Adapt, And Overcome!

Semper Fidelis,

Bulldog

Vice Prez Ret. DBMC 1%er

Revised DRAFT (8/00) Devils Breed Club Constitution.

Devils Breed M.C. is a motorcycle club and a non-profit organization. President, Vice President, Secretary, and Treasurer are all elected officers, along with two additional elected members, who are not club officers for the Executive Board. All others appointed by the President with a confidence vote from patch-holders in good standing is required.

PRESIDENT

The executive duties of the president are as follows:

1. To preside over meetings of both the Executive Board and the club as a whole.
2. To judge items not covered in the constitution or in the rules regulations.
3. Directorship gives the president authority to judge items not in the constitution.
4. To act as the personal representative of the club in the area of public relations; as a liaison between the DBMC and local-law enforcement agencies; and as a connecting link between the DBMC and other outlaw motorcycle clubs.
5. To represent the club in any club business contacts and to supervise major economic transactions.
6. To assist DBMC officers in the interpretation of their club responsibilities, and to promote club life among members in general.

VICE-PRESIDENT

The executive duties of the vice president are to assume the responsibilities of the presidency when the president is unable to do so.

SECRETARY

The executive duties of the secretary are as follows:

1. To record and safeguard the minutes of the club meetings.
2. To maintain the Club Constitution, recording any additions, deletions, or modifications.
3. To handle any club correspondence.

TREASURER

The executive duties of the treasurer are as follows:

1. To monitor and record the club's income and expenditures.
2. To collect the dues and fines owing by members.

EXECUTIVE BOARD

The executive board consists of those members who were elected as officers of the club along with two additional elected members who are not club officers. The board holds scheduled meetings every two weeks. Emergency meetings can be called if a situation arises that demands immediate attention. The executive board is responsible for:

1. The monitoring of conflicts within the club.
2. The application of disciplinary procedures.
3. The evaluation of prospects and their progress.
4. The presentation of summarized assessments of the overall club situation to the membership (court).

ROAD CAPTAIN

The executive duties of the road captain are as follows:

1. To plan the travel routes and organize the basic itinerary of the club prior to going on a 'run' (tour).
2. To lead the club in formation while riding on tour.
3. To enforce club rules and procedures for group riding.
4. Designate a maintenance supervisor for all club vehicles.

SERGEANT AT ARMS

The executive duties of the sergeant at arms are as follows:

1. To maintain order at club meetings in particular, and club activities in general.
2. To ensure that members adhere to club rulings, policies, and expected models of conduct when dealing with other members or outsiders.
3. To defend club members, property, or territory from outside threats.

COURT

Court will consist of all patch holders that are eligible to vote.

ELECTIONS OF OFFICERS AND EXECUTIVE BOARD NON OFFICER MEMBERS

Officers of the club serve a twelve-month term of office, annual elections are held at the last regular meeting of the year, in December.

1. In order to be eligible for office, a patch holder has to have been an active member in good standing for a minimum of one year.
2. Patch holders who aspire towards a particular position will campaign informally for one month prior to the elections.
3. Electioneering is conducted on an interpersonal face to face basis.
4. Hopeful candidate will approach a member, inform them what he is willing to stand for office if nominated, ask for member's opinion of his qualifications, and solicit the member's support.

Meetings

1. One organized meeting per month.
2. Majority rules.
3. If a vote is taken at a meeting and a member is not there, his vote is void.
4. Meetings will be closed except for prospective members and anyone there on business.
5. All meetings will be run on a parliamentary basis. Members will be evicted for unruly conduct.
6. Quorum for a meeting is sixty percent of membership and eighty percent for membership votes.
7. Everyone will attend the meeting on his bike if it is favorable weather, unless his bike is broken down or not running at the time. If the club calls a ride/meeting, all members will attend. If a member is working, sick, bike not running, he will be excused.

However, if a Devils Breed repeatedly uses work as an excuse for not 'being there,' he will be 'talked to'.

8. Members must have colors with him when attending meetings.
9. Members must be of sound mine (straight) when attending meetings.
10. If a member attends a meeting and is fouled-up, he will be FINED.
11. There will be absolutely no booze or drugs consumed during meetings.
12. During a meeting there will be no talking among members until they get the floor through the president. A sergeant-at-arms, if not present, will be appointed and anyone not abiding by the above will be evicted.
13. Miss three (3) meetings in a row and you're out of the club.
14. Anyone missing meetings even if at work gets fined \$50.00 except for guys in hospital or jail or out of town for a period of time, including prospects.
15. Members must attend meetings to leave club and turn in his colors and everything that has the name Devils Breed on it (T-shirts, wrist bands, mugs, etc.).
16. If a member is thrown out of the club or quits without attending meetings, he loses his colors, motorcycle, and anything else that says Devils Breed on it, and probably an ass kicking.

Membership qualifications/ Prospects

1. Prospects must be at least 18 years old.
2. Prospects must have a Harley-Davidson motorcycle.
3. Prospects cannot do any drugs.
4. Prospects must show a sincere interest in club and bikes.
5. Prospects on the road with bike equipped for the road.
6. Prospect must be sponsored by one member who has known him at least one year (may be waived by vote).
7. Sponsor is responsible for prospect.
8. Sponsor can pull a prospect's rockers at his discretion.
9. Prospects must attend all meetings and club functions.
10. Prospects must do anything another member tells him to do, that a member has done or would be willing to do himself.
11. Prospect will stand behind club and members.
12. No stealing from prospects.
13. Prospect must ride his bike to meeting at time of being voted into club.

14. Prospect must pay that day \$125.00 for his colors before receiving them. Prospect fee is \$325.00: \$200.00 is for annual dues, \$100.00 is for the patch and \$25.00 is for first month dues. The balance is due in 90 days. This amount is not refundable.

15. Prospect members must be voted in. Two 'no' votes equal a rejection. One 'no' vote must be explained.

16. Prospective member's prospecting period is at the discretion of sponsor and the club. Directorship shall decide when vote is necessary.

17. Every patch holder on Island must vote for prospect to make center patch. Vote must be unanimous.

18. No prospect will be voted for center-patch with outstanding loan.

19. Only the sponsor or an officer may hand out a patch to a prospect. This will be done at a meeting with only patch holders present.

RULES AND REGULATIONS

The rules of the club will be strictly enforced. If anyone breaks them, executive board will deal them with. If these rules and regulations are broken, it could mean either immediate dismissal or suspension, whatever the executive board sees fit.

Breaking any of the following Rules will be reason for immediately kick-out from club and probably an Ass Kicking:

1. Failure to pay his dues according to the section dealing with the paying of dues.
2. No hype. No use of heroin in any form. Anyone using a needle for any reason other than having a doctor use it on you will be considered hype. (Automatic kick-out from club)
3. If any brother gets hooked on any drug that is dangerous to the club he will be helped first. Then he will be dealt by the executive board.
4. No narcotics burn. When making deals, persons get what they are promised or the deal is called off (Automatic kick-out from club).
5. If you're selling dope you don't do it as a club member, you don't wear your colors, you don't wear your club T-shirts (Automatic kick-out from club).
6. There will be no stealing among members. Anyone caught will get an ass kicking and be kicked out of the club (Automatic kick-out from club).
7. If a patch holder or prospect throws his colors or quits, colors are pulled (Automatic kick-out from club).
8. Members cannot belong to any other clubs.
9. If a group or individual attacks any member, the whole club shall stand behind him and fight if necessary. If, however, the member is drunk and aggressive and purposely starts an argument, the rest of the members will escort him away, or step between before trouble starts.

10. No member will disgrace the club by being yellow. (The above rules will be put forward to applicants. If they cannot abide by these rules and are not in favor of them, they will be denied membership to the club.)
11. No member will destroy club property purposely.
12. No member will take the attitude that he doesn't have to help other members and other members don't have to help him
13. No member will go against anything the club has voted for and passed.
14. No member will get together on their own and plan something for themselves on club rides. It will be brought up to the whole club and the whole club will participate in anything that is decided upon.
15. The club will always stay together on rides, runs, parties, field meets etc. and will not fraternize with club's rival clubs. The only way a member will be permitted to leave the main group will be to notify the president or whoever is in charge. When the time comes that the majority feels it is time to leave, we will all leave together. Anyone staying behind for a good reason will do so at his own risk and can expect no help.
16. Members will have good attendance. Members must have a good reason for not attending meetings or rides, such as working, sickness, no transportation, and bike not running.

General Rules (SOP)

If anyone breaks general rules, executive board will deal with them and/or voted by the court.

1. No explosives of any kind will be thrown into the fire where there is one or more Devils Breed in the area. FINE: Ass whipping and subject to the executive board.
2. Brother shall not fight each other with weapons; when any Devils Breed fights another Devils Breed, it is one on one, prospects same as members. FINE: \$100.00 for breaking above rule or possible loss of patch.
3. If you don't help out the Club in its activities and you use the Club solely for your benefit, you will be warned. No second chance.
4. Do as you say or walk the line.
5. Devils Breed losing privilege of wearing colors will also lose privilege of voting and ruling over prospects.
6. The treasurer shall keep a clear record of all money paid in and out during the week and will balance it before every meeting; the books will be gone over once a week.
7. All Devils Breed fines will be paid within 30 days. Fines will be paid to the treasurer.
8. Members with extra parts will loan them to members. They must be replaced or paid for.
9. If you get busted and or go to jail, notify an officer or member so he can arrange for your bail.
10. Where we go on our rides will be voted upon by the entire membership.

11. Each patch holder/prospect is required to maintain a valid motor vehicle license, which includes the authorization to operate motorcycle.
12. Everyone must have an American bike. Consideration will be give to any member who is in between bikes but he must sincerely intend to get another bike in the near future.
13. If for some reason, such as a license suspension, a member can't ride on the road for a long period of time, or if he is without a bike for a short time, he will turn in his patch and upon getting back on the road, the patch will be returned.
14. If a member's bike is not running for a period of thirty days, unless he is in jail or hospital, his colors will be confiscated. A member's bike must be running for at least one week (e.g., not fifteen minutes), to be exempt from the above rule. This period is subject to change at the discretion of the executive board. This is a **MOTORCYCLE CLUB!**
15. Confirmation vote is required for all new patch-holders at their 12-month point. Unanimous vote from all good standing members is required.
16. Absolutely no talking about Club business to persons outside the Club. No talking about Club business over any telephone.
17. If you are told you are too drunk to drive, you will turn over your keys to a brother. You and your scooter will be taken care of.
18. If the Road Captain or an Officer determines your bike is unsafe to ride, you are grounded until it is safe.
19. During funeral runs, no one will pack a passenger, patch must be seen.
20. The run for "Beer with Bob" and Jimbo is mandatory, no excuses.
21. All Club vehicles will be returned with all fluids full and in good condition. Maintenance will be done under the supervision of the maintenance supervisor; a patch holder designated by the Road Captain.
22. There shall be a wrecking crew consisting of the Sergeant at Arms, the Junior Patch, and whomever the Senior Patch may designate. The purpose of the wrecking crew is to check out bars, etc. prior to entry by President, Vice President, or Senior Patch.
23. Prospect will watch all bikes when members are at Club functions, in bars, and anywhere the senior member present deems necessary.
24. There will be a Club run on a Sunday once a month. Whoever picks the run route will lead the pack.

DUES/LOANS

1. Club dues will be paid each month, due by the first.
2. Two months overdue is the limit.
3. They are \$25.00 per month and \$200.00 yearly.

4. Dues will be \$25.00 per month payable every meeting or every second meeting.
5. Annual Dues of \$200.00 will be paid 1 October.
6. Upon failure of paying dues within two weeks, member shall be suspended and turn in his colors.
7. If within two months dues still aren't paid, the colors will be forfeited to pay them and member will no longer be considered a member. The only exception to this shall be if a member is in jail or if he is out of town for a period of time. If he is in jail, dues won't be expected, but if he is out of town dues will be paid when he returns.
8. All loans or debts will be secured by collateral. Members will agree upon payment. Two patch holders must be present in any personal loan transaction.

Respect

1. Respect is to be shown to all club members, officers, members, members', bikes, OL', ladies, house, job, etc. In other words, if it's not yours, 'Don't Mess with it.
2. Respect your colors.
3. No stealing from members.
4. No fighting among each other is allowed, any punches to be thrown will be done by the Sgt At Arms.

Colors

1. President gets colors from mother club in area when new member is voted in.
2. When a member leaves club, member turns over colors to president of chapter.
3. Respect your colors; don't let anyone take them from you except the president of the chapter.
4. No colors are worn in a cage, except during funerals and loading or unloading a bike from a truck.
5. No hippie shit on the front.
6. Nothing will be worn on the back of your jacket except colors.
7. Colors must be worn at all times when riding or at Club functions. Only one of your brothers or your OL' lady can babysit your colors. Colors are not required to be worn to and from employment if not allowed by employer. If patch is lost or stolen, patch holder will be judged by court.
8. The only way a member of Devils Breed can retire and keep his patch is if local officers authorize him. Minimum time for retirement is 5 years.

OL' ladies

1. Don't fuck around with brother's OL' lady. (Probably an Ass Kicking and kick-out from club).
2. Property patches will be brought up before all patch holders for input. Majority vote from all eligible patch holders is required.
3. Members are responsible for their OL' ladies.
4. Members may have more than one (1) OL ' lady.
5. Members must state who his OL ' lady is.
6. Members may not discuss club business with their OL' lady.
7. No OL' ladies allowed at meetings.
8. OL' ladies are allowed unescorted at clubhouse only by prior arrangement by OL' man.
9. Property patch is worn optional on an OL ' lady. So if you see a chick you better ask before you leap.

Brief History of Outlaw MC's

A Brief History of "Outlaw" Motorcycle Clubs

William L. Dulaney

Little scholarly research exists which addresses outlaw motorcycle clubs. These works attempt to explore warring factions of outlaw clubs, provide club members' perspectives about media portrayal, expose myths, and elucidate motorcycle club culture.*1 The literature reveals gaps which leave many unanswered questions: Where do outlaw motorcycle clubs come from? How did they start? How or why did they evolve into alleged international crime organizations? The few histories of outlaw motorcycle organizations date the origins of such clubs to around 1947 and tend to oversimplify the issues of why these clubs formed and who actually joined them. Histories such as these are built on foundations of weak evidence, rendering inconsequential the origins of the subculture and relegating members of early organizations to the marginal status of "malcontents on the edge of society, and other antisocial types who just wanted to raise hell" (Valentine 147). This article extends current research by reaching back nearly half a century before 1947 to link the dawn of motorcycle organizations with the present reality of outlaw motorcycle clubs. The overarching goal of the article is to offer a more comprehensive history, an evolutionary history that may allow for a better understanding of contemporary motorcycle subculture.

What follows is a taxonomy of social and historical factors affecting group formation of motorcycle clubs according to the following temporal classification:

1. Preformative period: 1901-1944, the genesis of social organization around motorcycling
2. Formative period: 1945-1957, social and historical events of the post-World War II era coalesced in the formation of outlaw motorcycle clubs, and
3. Transformative period: 1958-present.

Underpinning the primary and secondary historical data cited in this essay are in-depth interviews with and personal histories of long-time members of outlaw motorcycle clubs, both one-percent and non-one-percent organizations. This ethnographic study, conducted by the author, took place primarily in the southeastern United States (e.g., Florida, Georgia, Mississippi, Alabama, Louisiana, North Carolina, South Carolina, Tennessee, Kentucky, and West Virginia) from June 2000 through May 2004, but extensive participant observations took place in Texas, New York, Indiana, Ohio, Arkansas, Utah, Arizona, and California while attending regional and national motorcycle club gatherings. *2

Finally, a point of clarification is in order. For the purposes of this essay the term outlaw is used to describe motorcycling organizations that are not affiliated with the American Motorcyclist Association (AMA), and the name of a specific motorcycling organization (i.e. the Outlaws Motorcycle Club). It is important to note that for the purposes of this essay the term outlaw does not, in and of itself, refer to the breaking of law. However, when used in the context of describing "one-percent" motorcycle clubs, which are defined in detail below, the term takes on a more ominous tone. It is not my intention to suggest that the term outlaw is synonymous with illegal endeavor; rather, I wish to outline important differences and commonalities between one-percent and outlaw motorcycle clubs

Brother

The word "Brother" has become very abused in the motorcycle world these days. Seems like if you buy a bike and a new set of leathers, everyone else that rides has now become your brother. Some call it Brotherhood when sharing the wind on two wheels. Some call it brotherhood when you ride a few roads together. Just what truly is brotherhood?

There are Brothers in Christ. Brothers in Masonic temples. Brothers in several organizations. Elite military units commonly form a brotherhood among the members of squads. Navy Seals for example, are more than the sum of their individuals. They become more than just a team. They become brothers, totally committed to one another up to and including giving their lives for one another if necessary. Men that have shared combat together have formed such close relationships as to call each other brother. While these are no less committed than any other Brotherhoods, when it comes to the motorcycle world, there is also a very strong bond among those that call themselves Brothers.

What is a Brother in the MC world?

Once you've gone through the hangaround period, the members of the Club have viewed your behavior, your attitude, your dedication, trust and loyalty, to be there. If you've actually completed this period, then you may be asked to become a prospect. During this time you are put under a much more intense review. You and the other members of the club find out if you are suited to be a part of the club and if you can accept the other members as Brothers just as much as if they can accept you and call you Brother. Can you dedicate yourself to the others as close as you would your own flesh and blood? Many times it is an even closer commitment than family. The person that you call Brother becomes family as a part of his as well as you being a part of theirs. A common phrase used in MC circles is "I am my Brother's keeper". This means you will support him and help him any way you can, sometimes to the point of selling your bike to help him, quitting your job to go help him and, in some cases, Brothers have even done things that they already know could get them put in jail because they were willing to take that step to help a Brother out.

With all that commitment, it's also that you would not ask a Brother to do something drastic without very good cause. Brothers may disagree, but they will always respect one another and treat each other with respect.

Please take note that if you haven't had any experience being around some of the more serious MC's (1%, support clubs, etc.), they take the word "Brother, or Bro" very serious, and they'll only use the word as a show of respect towards their own club, their members, and any club who they've also bestowed that word upon.

And if a club overhears someone throwing around the word lightly within their midst, it could cause them to aggressively educate those whom they felt disrespected them by abusing the word.

Next time you feel the need to call someone Brother or Bro, just what is behind it? Commitment or just trying to sound cool?

Written by: Teacher

Terminology

AMA = American Motorcyclist Association

ABATE- An organization started by EasyRider Magazine to fight against discrimination toward motorcyclists, mostly helmet laws originally. Once represented American Brotherhood Against Tolterion Acts. Now ABATE has many other names from state to state such as American Brotherhood (or Bikers) Aimed Towed Education. Now fighting rights many issues well beyond helmet laws, and often helping charities. Membership most often a yearly dues for membership, and officers are elected from active membership. They often have local regions, areas, chapters, counties, to get be closer to members in a statewide group and provide local functions as well as state wide functions.

Ape Hangers = High handlebars so Biker's hands are at or above their shoulder height

Backyard = Where you ride often

Baffle = Sound deadening material that sits inside a muffler and quiets the exhaust note

Blockhead = The V-twin engine Harley produced 1984 -2000

Boneyard = Salvage yard for used bikes & parts

Brain Bucket = Small, beanie-style helmet (usually not DOT approved)

"Broad" - A female entertainer for the club. She may be a dancer or at times a prostitute.

Broken Wings = a patch meaning the rider has been in a crash.

Burnout = Spinning the rear wheel while holding the front brake. Many places have contests to time how long it takes for the tire to blow out.

Cage = Automobile, Truck, Van..... not a motorcycle.

Cager = Automobile Driver

Chopper = Bike with the front end raked out or extended out.

Chromeitis = Someone that just cannot get enough aftermarket accessories (especially Chrome) is said to have Chromeitis.

Church = Clubhouse

CLAP = Chrome, Leather, Accessories, Performance

Clone = A motorcycle built to resemble and function like a Harley-Davidson motorcycle without actually being a Harley-Davidson motorcycle (the vehicle title will identify it as something other than a Harley-Davidson)

Colors = M/C Backpatch

Crash Bar = Engine Guard

CreditGlide = RUB's Motorcycle

Crotch Rocket = Sport bike

Counter steering = Turning the bikes handlebars in one direction and having it go in the opposite direction

Custom = Custom built bike

Cut = Vest with Club Colors

DILLIGAF = Do I Look Like I Give A Fuck

DOT = Department of Transportation

Drag Bars = Low, flat, straight handlebars

Evo / Evolution® = The Evolution engine (V-Twin, produced from 1984 – 2000)

Fathead = The Twin-Cam engine (V-Twin, produced from 1999 – Current Day)

"Fender" - A female passenger who is not an Old Lady but simply a lady a biker has invited for a ride. (Also Fender Fluff)

Flathead = The Flathead engine (V-Twin, produced from 1929 – 1972)

Flash Patch = Generic patches usually sold at swap meets and shops.

Flying Low = Speeding

Forward Controls = Front pegs, shifter & rear brake control moved further forward to stretch your legs out

Freedom Fighter- a MRO member dedicated to preserving or gaining our rights and freedoms.

FTW - Fuck The World or some are using Forever Two Wheels

Hard Tail = A motorcycle frame with no rear suspension

HOG = Harley Owner's Group

Independent = Someone not a part of any club or group, but normally a part of the biker culture.

Ink = Tattoo

Ink-Slinger = Tattoo Artist

Knuck / Knucklehead = The Knucklehead engine (V-Twin, produced from 1936 – 1947)

LE / LEO = Law Enforcement Officer/Official

Leaving Your Mark = Oil puddle on the ground where you parked your scooter

"Lick and Stick" - This is a temporary pillion back seat placed on the fender through the use of suction cups.

M/C = Motorcycle Club

MM = Motorcycle Ministry

"Moonlight Mile" - A short adventure with a lady friend away from camp.

MRO- Motorcycle Rights Organization. An organization such as ABATE, BOLT, Motorcycle Riders Foundation, or, American Motorcycle Association. Having as part of their agenda to protect the rights and freedoms of motorcyclists. Membership is most often open to the public by paying yearly dues. Overseas MAG and FEMA are the biggest MRO's.

MSF = Motorcycle Safety Foundation

OEM = Original Equipment Manufacturer

Pan / Panhead = The Panhead engine (V-Twin, produced from 1948 – 1965)

Pillion Pad = The passenger seat

Pipes = Exhaust System

Plugs = Spark Plugs

Pucker Factor = Refers to how tight your ass got on a close call

R/C = Riding Club

Rags = Also used to refer to Cut or Colors. In some areas it's used only when referring to a woman's colors.

Rat Bike - Usually an older bike that doesn't look like it's been taken care of at all.

Revolution™ = The Revolution engine, Harley-Davidson's first water-cooled engine (V-Twin, produced from 2002 – Current Day)

RICO = (Racketeer Influenced and Corrupt Organizations) Laws passed for Law Enforcement to combat organized crime such as the mafia that are also used against some MC clubs.

Ridin' Bitch = Riding as Passenger

Rocker = Part of M/C colors which usually designates geographic location or territory

RUB= Rich Urban Biker

Rubber = Tire

Rubber Side Down = Ride Safe; Don't Lay the Bike Down

Run = Road trip with your Buds, most of the time with a place to go to in mind

"Running 66" - It's very rare but at times it's necessary to ride without a club patch or cut. This is also known as "riding incognito".

Scoot = Motorcycle

Shiny Side Up = Ride Safe; Don't Lay the Bike Down

Shovel / Shovelhead = The Shovelhead engine (V-Twin, produced from 1966 – 1984)

Sissy Bar = Passenger Backrest

"Shower Head" - Refers to the new Harley-Davidson V-Rod motorcycle motor. It's water cooled motor features what looks to be a showerhead attachment on it's right side.

Slab = Interstate

Sled = Motorcycle

Softail® = A motorcycle frame whose suspension is hidden, making it resemble a hard tail

SMRO- State Motorcycle Rights Organization. Same as a MRO except defined by the state they operate in that respective state. Such as ABATE of Ohio, ABATE of MN, BOLT of CA, ABATE of CA, TMRO, ABATE of PA. Most often associated with National MROs such as AMA and MRF. However working on a state level, with state government to protect motorcyclists rights and freedoms. Many meet at MRF and AMA functions to discuss issues, strategies, and other helpful information. Membership is most often a yearly due payment, open to riders or clubs. Many clubs are due paying members, however some cannot wear the patch at all some can wear on the front of vest.

Straight Pipes = An exhaust system with no Baffles

Tats = Tattoos

Tail Gunner = The last rider in a group

The Motorcycle Wall- A motorcycle riders memorial wall in Hopedale Ohio. It is open to all to visit unless an event is going on the prevents viewing. Fallen Riders names are engraved on the wall for the cost to do it. As well as brick memorials on walkways.

Thirteen "13" - Common patch worn by "Outlaw" bikers. Can have several meanings. The most common held meaning is it's being the 13th letter of the alphabet "M" and stands for Marijuana or Meth. It's also known to stand for the original or "Mother" chapter of an M/C. In the last few years, many places are saying the "M" stands for Motorcycle.

In the "Ese"/ Mexican community "13" is often used to represent the "South Side" and "La Eme" (Mexican Mafia).

Turn your back = To completely disassociate from a person or club.

Twisties = Section of road with a lot of turns

Wannabe = Refers to someone that tries to pretend to be a part of the biker lifestyle

Wrench = Mechanic

XXF-FXX / XXFOREVER - FOREVERXX = Patch worn by MC members to represent their total commitment to the club and every other member of that club.

(XX stands for the name of the club)

1%er = If you read the papers or listen to the news, the media and law enforcement agents have redefined the term "1%er". The term was first used in the 60's to describe some of the people that attended the motorcycle events back then. The AMA (American Motorcycle Association) stated that 99% of the people at their events were god fearing and family oriented. The other 1% were hard riding, hard partying, non mainstream type people. Thus the term 1%er was born. Some of the early bikers embraced the term and decided to call themselves 1%ers. It did not mean that they were law breakers or low life individuals. They were simply men that rode their motorcycles seven days a week in all kinds of weather, liked to drink and raise a little hell. Sometime during the 80's law enforcement changed the meaning of the 1%er to what they wanted it to represent. It didn't matter that their meaning was incorrect, they just spoon fed it to the general public and the courts as they had so many other things.

Motorcycle Clubs are rich in history and tradition. One of those traditions is the wearing of a 1%er patch on our vests and referring to ourselves as a 1%er club. The 1%er definition as we see it is one that explains our commitment to Biking and Brotherhood. We ride our motorcycles every day rain or shine. We ride thousands of miles each year with our Brothers to attend parties, social events, funerals and just plain spending time together. We work, have families and do all the things that our neighbors do. In addition to that we belong to a Brotherhood that we are able to combine with our day to day lives. To say that 1%er's are criminals or people of a lesser moral code than the rest of society is a tainted opinion.

5%'er- A member of a Motorcycle Rights Organization. The term was first used to my knowledge by me in a 1997 during a Chapter speech, then at a MRF and then a AMA meeting, as only 5% of motorcyclists were involved with MROs. That was to represent the 5% of motorcyclist that did get involved in protecting the rights of the other 95%. It has been used in public speaking in OH, PA, MN, MI, and in some publications in the Midwest, Great Lakes area. Meant to respect those that get involved and spent much time, money, protecting bikers they don't even know.