

What To Do If You Get “Pulled Over” By Road Pirates

****Not Legal Advice****

(whatever the hell that means)

DO YOUR OWN RESEARCH

Record all interactions
with government agents

We've all had those flashing blue & red lights behind us before, and had that adrenaline rush as a road pirate forced us off the road (with the implicit threat of deadly force if we didn't). For most, this means your heart is immediately racing, a good chance of losing money, and possibly even being kidnapped and/or having your car stolen.

About two years ago, this happened to me, and they gave me an extortion letter ("ticket") for the first time... Previously I had always been able to simply talk my way out of the situations with a *warning*. Obviously I wasn't going to give this pirate or his compatriots anything, so I reached out to some of the smartest anarchists I know, looking for their input on what option would be the most beneficial for the movement. My first response was of course to ignore it completely, then I thought of going to court and fighting it, sending in a letter explaining my unwillingness to cooperate, and a variety of other things.

The rabbit hole this led me down ended up taking me so much deeper than just what to do in that particular situation. The things that I learned along this path helped me to free myself from a variety of mental bonds I didn't realize I was chained by, and shined light on levels of the corruption & trickery of the old paradigm that I was totally clueless about.



Since beginning to educate myself about these things, I've been behind the wheel of an automobile a handful of times when one of these road pirates proceeded to force us off the road, and after a few minutes exchanging words, never handing them a single piece of paper, or offering any of my personal details, they've politely told me to continue on my way and left me alone completely. Obviously, when I tell people about this they get very interested, and I have walked hundreds of people through the process, but that's a highly inefficient way to educate folks, so I've long had the intention of creating a booklet to distribute, which would include a script of what to say, as well as all the legal definitions & precedents, which could then also be given to the LEO to educate them and support what they're being told. Once they have the legal precedents, definitions, and constitutional law in their hands, they cannot possibly claim ignorance, and any further aggression is made knowingly & willfully.

Of course, there is always the off-chance that they are going to violate their laws and hassle you further, possibly even kidnapping you. Just know that as long as you do not agree to contract with them, you're going to be released, you're not going to pay them anything, you are well within your rights, and you will even most likely have grounds to sue them.

Here are a couple of the most important things to remember when dealing with Law Enforcement Officers (or really any government official). Following these simple guidelines will help greatly, even if you don't go on to use the script or anything else I'm offering here.

1. **ALWAYS video record every interaction.** Live-streaming is even better if you have that capability. Not only does this provide you with rock-solid evidence of everything that occurred, it also tends to keep the police on their best behavior.
 2. Stay calm, do not raise your voice, and be polite. Just like any other person with a gun, you don't want to aggravate them.
 3. Always respond "No, I do not understand" to any question they ask which includes the phrase "*do you understand*" (To understand means to stand under the jurisdiction of)
-
-

The Script

Generally speaking, each of these exchanges will go back and forth a few times before the Road Pirate (Law Enforcement Officer) gives up and moves onto the next question in their own script.

LEO: Do you know why I pulled you over?

Me: By turning on your lights/sirens, you declared a state of emergency and I was moving out of the way so you may pass.

LEO: License, registration, proof of insurance

Me: Before we proceed, I need you to present for my review three forms of identification proving you are a law enforcement officer.

LEO: (anything less than the presentation of all three...)

Me: You are legally required to present three forms of identification as any person may impersonate a law enforcement officer. (This is only true in some places, but you can guarantee the officer won't know that)

LEO: I need to see your license and registration and proof of insurance.

Me: I am not required to offer you any paperwork as I am simply exercising my Constitutional right to free travel.

LEO: No, I need to see your driver's license because you are driving a motor vehicle.

Me: Actually, I am simply traveling in my constitutional right to move my persons and possessions, something that has been ruled on many times as not requiring licensing or any other paperwork. A "Motor Vehicle" is used for commercial purposes, which I am not participating in.

LEO: (despite any response...)

Me: (hand officer this document)

Me: I am continuing on my travel now.

LEO: (if any attempt to limit your ability to depart...)

Me: If you persist in holding my persons and property here, you and the agency you work for will be billed separately at my standard rate of \$10,000 per hour for cooperating with government officials.

LEO: (If any attempt to arrest you...)

Me: You are presently committing kidnapping, and my family and legal representation will be filing a criminal report with the FBI, holding you personally responsible for your actions.

Legal Definitions

USC Title 18, § 31 9(6) - Definition of "Motor Vehicle":

"The term "motor vehicle" means every description of carriage or other contrivance propelled or drawn by mechanical power and used for commercial purposes on the highways in the transportation of passengers and property, or property or cargo."

USC Title 18, § 31(10) - Definition of "Commercial Purposes":

"The term "used for commercial purposes" means the carriage of the persons or property for any fare, fee, rate, charge or other consideration, or directly or indirectly in connection with any business, or other undertaking for profit."

Precedents (Court Cases)

Something I want to make clear here is that most who talk/write about this particular topic tend to quote MANY, MANY more court cases, but if I couldn't find the full text of the case, I left it out of my document. In the "Further Reading" below, you can find links to other articles about the Right to Travel, and that huge variety of other quotes. I don't know if they're all real or if some were confusion/mis-citing or what, but since I can't back them up with the original text, I won't be presenting them to you here.

- *"the public are entitled, not only to a free passage along the highway, but to a free passage along any portion of it not in the actual use of some other traveler."* **Michelsen v. Dwyer, 63 N.W.2d 513, 517, 158 Neb. 427 (1954)**
- *"Even the legislature has no power to deny to a citizen the right to travel upon the highway and transport his property in the ordinary course of his business or pleasure... Where one undertakes, however, to make a greater use of the public highways for his own private gain, as by the operation of a stage coach, an omnibus, a truck or a motor bus, the State may not only regulate the use of the vehicles on the highway but may prohibit it. A municipality can do so only under a power expressly granted by the State."* **THE CHICAGO MOTOR COACH COMPANY et al. Appellants, vs. THE CITY OF CHICAGO et al. Appellees. 337 Ill. 200 (Ill. 1929)**
- *"The right of a citizen to travel upon the public highways and to transport his property thereon in the ordinary course of life and business is a common right which he has under his right to enjoy life and liberty, to acquire and possess property, and to pursue happiness and safety. It includes the right in so doing to use the ordinary and usual conveyances of the day; and under the existing modes of travel includes the right to drive a horse-drawn carriage or wagon thereon, or to operate an automobile thereon, for the usual and ordinary purposes of life and business. It is not a mere privilege, like the privilege of moving a house in the street, operating a business stand in the street, or transporting persons or property for hire along the street, which a city may permit or prohibit at will."*

W.L. Thompson v. D.C. Smith, Chief of Police 155 Va. 367 (Va. 1930)

- *"The right of the Citizen to travel upon the public highways and to transport his property thereon, in the ordinary course of life and business, is a common right which he has under the right to enjoy life and liberty, to acquire and possess property, and to pursue happiness and safety. It includes the right, in so doing, to use the ordinary and usual conveyances of the day, and under the existing modes of travel, includes the right to drive a horse drawn carriage or wagon thereon or to operate an automobile thereon, for the usual and ordinary purpose of life and business."* **Thompson vs. Smith, supra.; Teche Lines vs. Danforth, Miss., 12 S.2d 784 (1943)**
- *"A highway is a public way open and free to any one who has occasion to pass along it on foot or with any kind of vehicle."* **Schlesinger v. City of Atlanta, 161 Ga. 148, 159 (Ga. 1925)**
- *"We know of no inherent right in one to the use of the highways for commercial purposes. The highways are primarily for the use of the public, and in the interest of the public the state may prohibit or regulate, in any way it sees fit, the use of the highways for gain"... and "I am not particularly concerned about the rights of haulers by contract or otherwise, but I am deeply interested in the rights of the public to use the public highways freely for all lawful purposes."... and "Complete freedom of the highways is so old and well established a blessing that we have forgotten the days of the "Robber Barons" and toll roads, and yet, under an act like this, arbitrarily administered, the highways may be completely monopolized. If, through lack of interest, the people submit, then they may look to see the most sacred of their liberties taken from them one by one by more or less rapid encroachment."* **Robertson v. Department of Public Works, 180 Wash. 133, 135 (Wash. 1934)**
- *"The court makes it clear that a license relates to qualifications to engage in profession, business, trade or calling; thus, when merely traveling without compensation or profit, outside of business enterprise or adventure with the corporate state, no license is required of the natural individual traveling for personal business,*

pleasure and transportation." **Payne v. Massey (1946) 196 SW 2nd 493, 145 Tex 237**

- *"The right to travel is part of the Liberty of which a citizen cannot deprived without due process of law under the Fifth Amendment."* **Kent vs. Dulles, 357 US 116 (1958)**
 - *"There should be no arbitrary deprivation of Life or Liberty ..."* **Barbour vs. Connolly, 113 US 27, 31; Yick Wo vs. Hopkins, 118 US 356**
 - *"Where rights secured by the Constitution are involved, there can be no rule making or legislation which would abrogate them."* **Miranda v. Arizona 384 U.S. 436 (1966)**
 - *"There can be no sanction or penalty imposed upon one because of this exercise of constitutional Rights."* **Archie P. Sherar, Appellant, v. Joseph M. Cullen, District Director Internal Revenue Service, et al., Appellees, 481 F.2d 945 (9th Cir. 1973)**
 - *"The claim and exercise of a constitutional Right cannot be converted into a crime."* **Evelyn Miller, Appellant, v. United States of America, Appellee, 230 F.2d 486 (5th Cir. 1956)**
-
-

Further Reading

Sites with Full Case Texts

<https://www.ravellaw.com>

<http://law.justia.com>

<https://casetext.com>

Other Texts on the 'Right to Travel'

<http://www.lawfulpath.com/ref/DLbrief.shtml>

<http://www.begnopardon.com/driving-vs-traveling.html>

<http://beatraffictickets.org/articles/right-to-travel.html>