

Driver's License and traffic stops

What is the proper way to handle Driver Licenses and traffic stops?

The DL is a federal "State of State" employee contract --- a "Driver" is by definition "for Hire" -- like a taxi cab driver or a courier service driver --- someone who makes private profit from the use of public roads as a business enterprise. Obviously, most of us are not drivers and never were. Also by definition, a Driver drives a "Motor Vehicle". If you look up the definition of "Motor Vehicle" you will see that your private auto isn't a "Motor Vehicle" either, but it has been registered as such.

So the registration sticker on the car gives the police the "reasonable presumption" that it is "for hire" and that it is being driven by a "licensed Driver". You then corroborate that presumption by presenting the patrolman with a DL, which then subjects you and your private car to the federal Motor Vehicle Code and to the State of State Statutory Laws and to Federal Highway Safety Act.

The bind for them is that if they enforce the Motor Vehicle Code and State of State Statutory Law, they also have to honor Regulation Z of the 1956 Federal Highway Safety Act. We are working on the specifics to find each State of State's compliance division. Usually it's a division or department of Public Safety.

Anyway, you can avoid all the above by signing the license properly and labeling it.

1: Signature is Upper and Lower Case, write UCC 1-308 in small letters like a superscript just above and to the right side of the signature, and as always use a by:line and copyright notice (a small "c" enclosed by a circle) following your signature.

2. On the back of the license retirees should apply a label that says, "Retired. Not for Hire. Non-Negotiable."

3. On the back of the license younger people who are traveling should apply a label that says, "Not for Hire. Non-Negotiable."

A piece of laminating film makes short work of this and provides a permanent seal for the label, but if you use stiffer paper, you can also glue it on with silicon cement.

This limits the presumption of contract and clearly says "I am not acting in any commercial capacity." --- therefore reverts to the presumption that you are traveling for private purposes and using the public road on a not-for-profit basis, and the "Non-Negotiable" applied to the license further converts it to a non-commercial status so that they can't operate a court bond based on it.

Posting a sign in your rear window or a bumper sticker saying "Not for Hire" also torpedoes the presumption that you are a "Driver" operating a "Motor Vehicle".

Finally, the proper procedure if you are stopped and accosted by a patrolman who gives you a ticket anyway is to sign the ticket peaceably, and within three days return the carbon copy that the patrolman will give you to the address given on the ticket for payments via a Registered Letter, return receipt requested, and simply say:

"Dear Clerk of Court (or Whomever is the designated Receiver) I am returning this ticket receipt. There has been a mistake. I was not given the wet-ink signature copy by the patrolman and have nothing to base payment on as a result. Please remit the signature copy at your earliest convenience. Sincerely....."

What they are doing is getting you to sign a payment order against your own account. They take that wet-ink signature and immediately submit it for payment and are credited for the full amount, but, because you have also received a copy, they continue to hold that against you and force you to pay a second time --- essentially, they are double-dipping.

Because they have already turned in the signature copy for credit, and you have returned the copy, the onus is now on them --- like a game of Hot Potato. They don't have the signature copy to give you. They can't return the copy, because you already called them on that. So the whole matter just "disappears" and you never hear from them again. Having to explain where the signature copy went to the Judge on the public record of a Municipal Court is a question they most earnestly wish to avoid.

This is the smart way to handle traffic tickets as opposed to the dumb way of handling traffic tickets. If the patrolman acts improperly and gives you a ticket despite your Lawful Notice, this gives you a swift and non-contentious means of resolving the issue without ever going to court or paying a dime.

This information doesn't apply to federal employees or dependents or "US Citizens" generally. This is for State Assembly members who are committed to acting as --- and being recognized as --- Lawful Persons engaged in peaceful international trade.

This is important information because the Driver License is the most ubiquitous means they have of asserting the existence of "federally connected employment" --- so torpedoing that presumption of commercial activity up front is often the first and best defense we have against further encroachment.

Always remember that the Federal Authority on the land is limited to "interstate commerce"---- which translates in our case to "international commerce", which is business conducted between incorporated entities. If you are not engaged in commerce, and not acting as an incorporated entity, they have no authority related to you and no basis to presume that you are operating as a federal franchisee while traveling from Point A to Point B.

By Anna Von Reitz 03.19.2019