



# THE MRF REPORTS

Motorcycle Riders Foundation • 2221 S. Clark St, 11th Floor • Arlington, VA 22202 • 202-546-0983

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**RIDE WITH THE LEADERS**



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# PROTECT THE COOL



Kirk "Hardtail" Willard  
MRF President

I have a tradition each year where I ride out to Sturgis alone and often at night. I return home during the day with other bikers, historically on a Sunday and just in time to attend a State Motorcyclists Rights Organization Board Meeting in Wisconsin but that is what we do. I ride this way because I don't get enough hard saddle time like I used to with the demands of my work, soccer, civic, and volunteer schedule and riding alone allows me to hammer down and enjoy my bike and the open road, plug into the soul would be another way to describe it. I am probably in the minority, but I enjoy flying down the Interstate at just below lose your license speed because I live in the country surrounded by the back roads most people dream of riding on so I don't need to ride to them to enjoy them like I am sure many others desire to do.

It is during this time that I reflect on the year in Bikers Rights. How did we do in ABATE of Wisconsin, how did other SMRO's do, and what progress did we make on our Federal Legislative Agenda for the Motorcycle Riders Foundation, and what threats are looming Internationally. It is indeed the time where I begin to set my mettle for the upcoming Meeting of the Minds Bikers Rights National Conference and to prepare for important gatherings and meetings during the Sturgis Rally. But I'll be honest, I have a thousand miles to ride, and I can accomplish those things listed above in a few hours. So my mind will drift to all the experiences, and outstanding people I have gotten to know through motorcycling, many that I'll see during the Rally, and of course, some I rode with that are no longer with us but still a part of my ride.

Many things drive someone to spend a lifetime fighting for bikers' rights. Some of those things are: being wronged or profiled merely because of our lifestyle, out of duty to honor someone before us, a sense of accomplishment, our safety, to enhance and preserve our unique lifestyle for our generation and the generation to follow us; all worthy causes for sure.

I will add one more thing; it is just cool to fly down the highway on a bike I work on to spend time in a special place with incredible people every year without a great deal of harassment. That right there is enough to drive me to do what I can each day to preserve the "ride." I would like to think if every motorcyclist spent time on their bikes out on the open road with the purpose of getting to cool places to spend time with cool people, we could take over the world because we would prove unstoppable in our endeavors to protect the cool.





# The Rumors, Truths, & Myths Behind the Government Watchlists



Megan Ekstrom  
VP of Government Relations  
& Public Affairs

A secret government watchlist? One that is shrouded in mystery where many names go on, but few come off? Sounds like a conspiracy theory to me. One thought up by some creepy dude in his basement wearing a tinfoil hat and Kleenex boxes for shoes. But after some lengthy research, I've come to find such a list exists. And there very well could be a connection to motorcyclists; but how and to what extent is where the facts begin to unravel, and rumors begin...

## Background

There are THREE different watch lists — a more extensive Screening Database, along with two smaller subsets of lists, including the “No-Fly-List” and an even smaller subset known as the Selectee List. The larger database is not new. Though I was unable to find the specific conception date, what I do know is that relying on this list became far more prevalent after the 9/11 terrorist attacks. At that point, the list became heavily used. In 2010, President Obama gave increased powers and responsibilities to the agencies that nominate individuals to that database, placing pressure on agencies to add names. His administration also issued a set of new guidelines for the watchlists. It was at this point that some would argue that the watch list became a free for all, with almost 469,000 names added in 2013 alone according to a court filing. That's just one year! Many suspect that the list contains hundreds of thousands of individuals, but because the list has never been made public, there is no way of knowing for sure.

In 2013, a FOIA (that's the Freedom of Information Act) request was issued to the FBI requesting information on the criteria and justification of being placed on this List. What we learned is that names on the said list are “nominated” by the FBI, state and local law enforcement and other government entities. In order to be nominated, the guidance requires evidentiary support to affirm that the individual nominated has been involved in terrorist activity. However, there is a loophole here; “associates” who have a defined relationship with a suspected terrorist, but whose involvement in terrorist activity is not known, can be placed on the FBI Watch List. What does that mean exactly? If you've hung out with, made a phone call to, or Facebook messaged someone who the government considers a potential domestic terrorist, you very well could be on that list. It's concerning to say the least as it could mean U.S. citizens with no prior arrests or convictions can be placed on the list and endure ramifications.

## Where Do Bikers Fit In All of This?

So, let's review what we've learned: we know this watch list exists and we know that ordinary citizens can be placed on this list, but here is where the confusion enters — are bikers listed on this terrorist watch list? Which begs an even bigger question; can bikers be considered terrorists? From my research, all roads point to no, but of course with certain caveats. According to the Department of Justice (which houses the FBI), some motorcycle clubs are not considered terrorist organizations but are instead classified as Outlaw Motorcycle Gangs (OMG). We know this because of a 2015 report issued by the National Gang Intelligence Center which includes input from the FBI, Border Patrol, and other law enforcement entities. According to the report, the DOJ lists more than 300 active Outlaw Motorcycle Gangs, which allegedly use their motorcycle clubs to help them carry out organized criminal

activities, such as smuggling, prostitution, drug trafficking, human trafficking, and extortion. HOWEVER, from my research, this gang list does not name specific individuals or even “known associates.” Unlike the terrorist watch list which names certain people, the gang list only identifies the larger entity, i.e. the Hells Angels and not specific members of the Red & White.

So why is it that many of our MRF members and supporters fear that they are listed on some watch list? That could be thanks to a well-circulated rumor started in March of 2015 when the fake news site “National Report” published an article reporting that all registered motorcycle owners are classified as gang members by the FBI. The rumor was perpetuated when it was republished on a domain designed to look like that of the Washington Post. However, that website (Washingtonpost.com.co) has no affiliation with the real newspaper, and the rumor was debunked later that year.

### The Potential Caveat

Through my research, I’ve established that a Watch List exists, but from what I can surmise, the sole focus of this list is potential terrorists. And again, from my research, bikers aren’t classified as terrorists but rather as potential “gangs” and a “Watch List” for all gang members and affiliates doesn’t appear to exist. After all, in the U.S., it’s not against the law to be a member of a gang. The First Amendment’s freedom of assembly gives us the right to join any group or club, assuming we meet the requirements. Another example: membership in the Ku Klux Klan, or a white supremacist organization isn’t illegal. The individual acts of a member may be unlawful, but not the mere fact of membership. This may be why a list of names that the FBI suspects may belong to a gang doesn’t appear to exist.

All this being said, here is what trips me up: in 2001, the USA PATRIOT Act passed and expanded the definition of terrorism to cover domestic terrorism. According to the definition, a person engages in domestic terrorism if they do an act “dangerous to human life” that is a violation of the criminal laws of a state or the United States, if the act appears to be intended to: (i) intimidate or coerce a civilian population; (ii) influence the policy of a government by intimidation or coercion; or (iii) to affect the conduct of a government by mass destruction, assassination or kidnapping. Now, though I’m not an attorney, the definition does appear to be broad that it could apply to members of some MCs (or even independents). If that’s the case, then theoretically, names of bikers COULD potentially be on the FBI Watch List, which as noted above, is a screening database with A LOT of names. Again though, I must make the disclaimer that nowhere in my research did I come across evidence that suggests bikers could be included on this Watch List.



Despite my research, I feel as if I have only begun to scratch the surface of this concern. I’ve started some outreach to various connections with expertise in this area, and I hope to report back at a later date with some additional information.

For now, ride safe, ride free and here’s hoping we BOTH stay off any government list!

For additional information, below are websites to the Watch List Guidance which was published as a result of the 2013 FOIA as well as a link to the Gang Report which discusses motorcycle clubs:

<http://s3.documentcloud.org/documents/1227228/2013-watchlist-guidance.pdf>

<https://www.fbi.gov/file-repository/national-gang-report-2015.pdf/view>

# EAST COAST CONFERENCE TOUR 2017



Jay Jackson  
MRF Vice President

Alright, I just completed about two and a half weeks on the road, putting in about 2,500 miles, attending back-to-back national conferences. Allow me to summarize that adventure.

The Motorcycle Riders Foundation's (MRF) Meeting of the Minds is always such an incredible opportunity to network and find ideas and solutions. This year's conference in Williamsburg, Virginia was no exception. From the opening ceremony featuring a fife and drum corps presenting the colors, to the banquet and awards program on Saturday, I believe that everyone got more than they expected out of the weekend. Many thanks to the hosts and the conference committee. I hope that those that attended carry home the message of "How bad do you want it?"

As soon as we finished in Virginia, I had to head to Burlington, Vermont for the National Association of State Motorcycle Safety Administrators (SMSA) National Training Summit. This gathering is a "Who's Who" of rider education and motorcycle safety professionals from around the country and abroad. Similar to the Meeting of the Minds, this conference provides information about the latest innovations in technology and techniques, while gathering information and ideas from others.

The many workshops, committee meetings, presentations, and experiences, were all quite productive. We all need to seize forums such as these to grow personally and professionally and to share our knowledge and passion with others. These are also opportunities for us catch up with old friends, and make some new ones.

I would like to relate some interesting, and perhaps amusing, observations from the road.

While riding a curve on a two-lane state road near the Hamlet of Oxbow, New York, I experienced that familiar "pucker factor" demonstrating that Indiana is not the only state with "tar snakes." I would like to point out that I was very conscious of the fact that West Virginia did an excellent job of sealing their roads without reducing motorcycle traction.

Maybe I'm spoiled with Indiana being the "Crossroads of America," but I kind of expect to be able to find fuel as I ride down the interstate. You know, like maybe every second exit or so. However, it seems that many other states do not share this philosophy (or perhaps more appropriately "fill" -osophy). If I were still riding a Sportster, I'd run out of gas all the time. I had a couple of tense moments when I actually slowed down under the speed limit to conserve gas, coast into a station and put more than five gallons in the tank. Even more concerning is when the sign indicates that fuel is available at this exit, only to learn at the bottom of the ramp that the station is 11 miles from the interstate. Feel free to come to Indiana, and we'll get your petrol (as well as some chicken, ice cream and fireworks) right there at the end of the exit ramp where you can still see the interstate.

I've also noticed that more and more of these facilities have fewer and fewer facilities. That is to say that many of the restrooms have become unisex. I wonder if this has anything to do with businesses not wanting to establish policies regarding gender identification? To further complicate this, many of the places that I stopped at (not just one or two, but probably 50 percent or better), only had one restroom. There was always a line. Again, I'm not sure what's driving it, but it sure slowed me down.

I apologize that much of this had little to do with motorcycling. Perhaps I had too much time to think, although some would suggest that I don't think enough.



# SAVE THE DATE

Motorcycle Riders Foundation

# Bikers Inside the Beltway

10th Annual  
Michael "Boz" Kerr  
Memorial



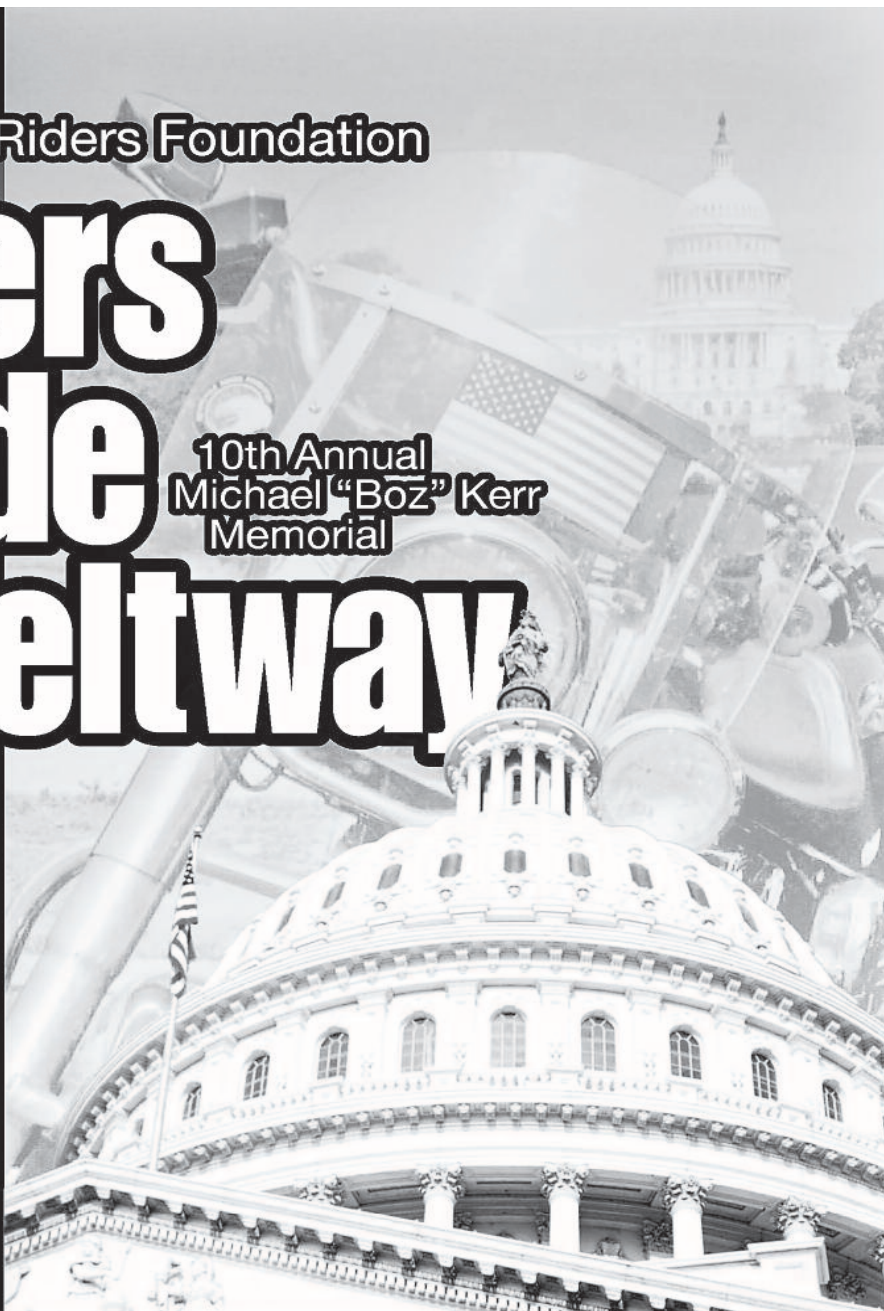
**Washington, DC**

**Tuesday  
May 15, 2018**

Join motorcyclists from across  
the nation for this day of  
grass roots activism

Free motorcycle parking will be  
available adjacent to the Capitol

Sponsored by the  
**Motorcycle Riders Foundation**  
for more, visit [www.mrf.org](http://www.mrf.org)  
or call 202-546-0983



The 10th Annual Michael "Boz" Kerr Bikers Inside the Beltway is the **ONLY** National Motorcycle Lobby Day held in our nation's Capitol. Motorcyclists from around the country ride to D.C. to help educate Members of Congress about the issues facing motorcyclists today.

Free, secure, Motorcycle only parking available near the Capitol just steps from the halls of Congress. Lobby materials and leave behind packets will be provided by the MRF during the prep session.

**Lobbying Prep. Session** Monday, May 14th at 7:00 pm. Governor's House Inn, 6650 Arlington Blvd, Falls Church, VA 22042

**Lobby Day** Tuesday, May 15th (KSU TBA). Leaving from the Best Western Falls Church lot

**Hotel Information:** Best Western Falls Church-Arlington, 6633 Arlington Blvd, Falls Church, VA 22042, (703) 532-9000 / \$125 per night. Governor's House Inn, 6650 Arlington Blvd, Falls Church, VA 22042, (703) 532-8900 / \$89 per night.

# 2017 MRF Award Winners



Kirk "Hardtail" Willard presented Dave Dwyer his Lifetime Achievement Award at the ABATE of Wisconsin Board Meeting.

## LIFETIME ACHIEVEMENT

The Lifetime Membership for Outstanding Achievement is granted to individuals who have demonstrated a total dedication to the MRF and its goals. These individuals are to be nominated by current MRF Board Members and must be affirmed by a 2/3 vote of the sitting board.

Dave Dwyer was the Legislative Director for ABATE of Wisconsin for over two decades. He was in the position during a time when ABATE of WI led the nation in being recognized by the MRF for outstanding State and Federal Legislative efforts. During his tenure in that position, the most comprehensive piece of motorcyclist legislation in the nation passed in Wisconsin known as the "Roadway Users Responsibility Act" authored by State Senator David Zien. He was a long time MRF State Representative and a two-term MRF Board of Director Member representing the Sustaining State Motorcyclist Rights Organizations. He is credited with significantly streamlining the MRF Board Meetings by bringing the Committee Process to the MRF.

## FOUNDER'S AWARD

The MRF Founders Award, also known as the "old timers" award was created in 2006 by MRF Co-Founder and our first Chairman, Michael "Balls" Farabaugh, to recognize the significant contributions individuals made to the MRF and on behalf of the motorcyclists of our nation while serving as MRF Board of Director Members.

In 1994, Deb Butitta joined the MRF and soon became the Arizona MRF State Representative, a position she held for 14 years and lead to the creation of the Annual Deb Butitta Outstanding MRF State Representative of the Year Award presented each year at the Meeting of the Minds. In 1997, she joined the MRF Board of Directors where she held three different positions including Corporate Secretary for eight years. She currently sits on the MRF Board of Directors as an Ex-Officio, is the founding Chairperson for the Motorcycle Riders Foundation Awareness & Education (MRFA&E) Board of Directors, and an ABATE of AZ Board of Director Member.

Photo:  
Deb Butitta pictured with Kirk "Hardtail" Willard at MOTM 2017.



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Be sure to not miss any news from the Motorcycle Riders Foundation!  
Email [mrfoffice@mrf.org](mailto:mrfoffice@mrf.org) to make sure your e-mail is included on your membership.





## FARMER'S AWARD

The John "Farmer" Eggars Award. Each year at the Meeting of the Minds, the MRF recognizes individuals and groups who have made significant contributions to the motorcycle rights movement and the MRF. The most prestigious of these awards is the John "Farmer" Eggars Award.

Created in the memory of John Eggars of Ohio, better known as "Farmer," who worked tirelessly on behalf of the MRF. Although Farmer was the Executive Director of ABATE of Ohio prior to his passing, he was not a member of the MRF Board of Directors.

In fact, to be considered for the Farmer Award, a person cannot be a current or former MRF Board member. Farmer never wanted to be in the limelight. He was much more comfortable working for what he believed in from the sidelines, and this award created in his honor holds true to this ideal.

Each person who has been presented with this award in the past has gone above and beyond in their support of the Motorcycle Riders Foundation. Each has done so not as a member of the MRF Board, but as a concerned motorcyclist who believed in the MRF and made a significant contribution to the organization.

This year's recipient is a long time and very active MRF State Representative. He re-tooled the MRF Assistant Rep. program in his state to very efficiently increase membership and communication between his SMRO and the MRF. He is a vocal supporter driving the Motorcyclist Anti-Profiling issue and has a tremendous working relationship with the motorcycle clubs and organizations in his State. He is Thomas "Jinx" Rahn of Michigan.

## THOMAS PAINE AWARD



The Thomas Paine Award was created by the MRF with a purpose to honor an individual who uses the written word creatively or uniquely to further the cause of freedom and rights for motorcyclists.

The 2017 Thomas Paine Award recipient is Jim Barr, President, Long Island ABATE.



Jim Barr was absent from MOTM 2017 to travel to Italy to ride motorcycles. Congrats Jim!

# MEETING OF THE MINDS 2017

Fred Harrell  
Conference Director



No pole, no dancers, no piles of free food, no kegs of free booze, yet over 200 dedicated bikers gathered for three days in Williamsburg, Virginia, to attend the 33rd Annual Meeting of the Minds sponsored by the MRF. Although socializing was part of the agenda, as always, the primary focus of this year's MOTM was motorcyclist's rights and working toward a list of goals in Washington, D.C. From as far away as Alaska and California, bikers representing 8 different club coalitions, 41 State Motorcycle Rights Organizations (SMRO), and independent riders, this conference embodied biker rights advocates from as diverse groups as

one-percenters to Christian Motorcyclists.

Summing up the past 33 years, Kirk "Hardtail" Willard said, "Our Motorcycle Riders Foundation Meeting of the Minds Annual Conference once again delivered on a promise made 34 years ago, that we would bring the best minds in the bikers rights movement together to further the cause of enhancing our freedom of the road and protecting our lifestyle. Collectively we also took another step towards Bridging the Gap and uniting the motorcyclists of this country."

The General Session opened when a fife & drum escorted the American flag front and center to the tune of a Revolutionary War march and the gathering was led by the sweet voice of MRF member, Daisha Schwear singing the National Anthem. On topic with a wide range of subjects presented by MRF President, Kirk "Hardtail" Willard, VP, Jay Jackson, National Rifle Association's Direct of Research, Dr. Todd Akins from the NRA, Sunshine Beers from the State Motorcycle Safety Administrators, Slider Gilmore, and MRF VP of Government Relations, Megan Ekstrom, the presenters gave the attendees a notebook full of everything from dealing with the legislative process to preventing and surviving motorcycle crashes. The General Sessions were augmented and reinforced with 18 breakout sessions that only 'broke up' to make room for the next session.



Gatherings of this size and intensity do not happen without planning, legwork, and volunteers. The orange-shirted crew from Virginia Bikers Association, ABATE of Virginia, and Virginia Coalition of Motorcyclist shuttled, herded, guided and assisted attendees and MRF staff with few breaks and little sleep, while keeping a positive attitude throughout, and did it all for nothing more than a simple "Thank you." Special thanks to Jim & Lee Cannon, Wes Hurst, John Bilotta, Lou Petrucci, and Carol Downs, for arranging, organizing, and jumping in to address issues, manage volunteers and assist staff. Without the collective efforts of the volunteers and organizers, the job would have been even more difficult and the results far less positive. Banquet keynote speaker, John Cosgrove – Virginia Senator & motorcyclists – brought it all home with his timely comments on riding, unity, and freedom.

In Clint Eastwood fashion, before the last bid was entered for an auction item on Saturday night, planners for the 34th MOTM (Denver, Colorado, September 20-23, 2018) were addressing the Good, the Bad & the Ugly of MOTM 2017. Yes, ADA access will be addressed well in advance of the MRF taking occupancy of the Renaissance Denver Hotel next year. Yes, the hosting states will be requested to provide enough volunteers that the volunteers get breaks. More importantly, with increased numbers, the volunteers will be able to attend at least one or two of the workshops. Yes, the "Chinese Auction" will be dialed in or dialed out! And yes, the hotel bar will be open later than 9:00 p.m.!

This year's MOTM brought forth unexpected changes and even created a few cases of heartburn. You'll be seeing more changes for the betterment of the organization, and the heartburn should be short-lived. MRF members and future event attendees will appreciate the need to fund the MOTM with sponsorship. The cost of delivering a MOTM is close to \$30,000; a substantial amount of money that could be used to further our legislative goals.

Neither the MRF nor the MOTM is for sale. In fact, corporate sponsorship is as old as the MOTM; costs were offset at the

first MOTM by the generosity of the American Motorcyclists Association, and Attorney Russ Brown. Although subsequent corporate sponsorship has never been used to offset the cost of the MOTM, the generosity of Harley-Davidson Motor Company, by providing lunch, helps offset the out-of-pocket expenses paid by MOTM attendees. Using corporate sponsorship to pay for the MOTM is a smart decision, and it is our goal to solicit enough corporate support to pay for all succeeding Meeting of the Minds. A more detailed explanation of MOTM expenditures is available from MRF Treasurer, Frank Carbone.



Jay Jackson, put it best when he said, "The MRF is not about the money, it's always been about motorcyclists rights first. You may never see a MRF conference branded in the vernacular of the Sixties -- 'Ass, Gas or Grass -- Nobody Rides For Free.' " However, you may have noticed the subtle efforts to brand our conferences. Check this year's commemorative coin -- "Bridging the Gap" was the theme of the 2016 MOTM, and it was carried over and blended with Jay's opening presentation about "How Bad Do You Want It?" We're having success bridging the gap between motorcycle clubs, SMROs, and other national motorcyclists' rights advocacy organizations. These efforts tie directly into how bad do you want it.

Reaching out to former MRF board members and early rights advocates by bridging gaps and wanting it bad enough to get back involved, we are continually seeking ways to bring in younger members and fresh ideas to grow the MRF. We can be proud of the successes of our past and build our future on those achievements.

Support from Sustaining Member SMROs, clubs and individuals is a crucial component to the financial well-being of the MRF. So are new and younger members. I am challenging all Sustaining Member clubs, SMROs and MRF members to bring to the 2018 MOTM at least two attendees that are half the average age of their organization's leadership. Our Past -- Our Future, how bad do you want it?

Thanks to our corporate sponsors: Harley-Davidson Motor Company, Indian Motorcycles, Russ Brown Motorcycle Attorneys, Tom McGrath's Motorcycle Law Group, and Rider Insurance; conference hosts -- Virginia Coalition of Motorcyclists, Virginia Bikers Association; shuttle crew and volunteers from ABATE of Virginia; speakers and workshop presenters -- Russell Radke, Slider Gilmore, Megan Ekstrom, Bruce Downs, Marlene Bautch, Dave Lindberg, Frank Carbone, Sandra Clark, along with everyone who attended the 2017 MOTM. Start planning to participate in Bikers in the Beltway and the 2018 MOTM in Denver, CO.

Our Past -- Our Future... How Bad Do You Want It?




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## 2017 MEETING OF THE MINDS SPONSORS

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# MRF ELECTION RESULTS

Glenyce Jackson  
MRF Reps Rep  
Elections Chair

During the Board of Directors meeting on Wednesday before the Meeting of the Minds Conference started, the following positions were filled:

Vice President—Jay Jackson, the current Vice President, was the only nominee and accepted the position for another term

Secretary—Paulette Korte, incumbent in this position, was challenged by Debra Craig from Colorado. Paulette Korte was re-elected by written ballot.

Director of Conferences and Events—Jim Cannon who currently holds the position, was nominated as well as Fred Harrell, Ex-Officio Board Member. The written ballots elected Fred Harrell to this position

Director of Communications—Dawn Riba was re-elected to another term in that position.

Director of MRFPAC—Jim “Legs” Korte, retired from this position after serving several terms. Ryan Hubbard, currently one of the SSMRO Reps to the board, was nominated to fill this position. There were no other nominations. Ryan accepted the position.

Ex-Officio positions are Mark Buckner and Deb Buttita

All Department Assistants will remain the same with the addition of Deb Craig as Assistant Secretary.

The Sustaining States Motorcycle Rights Organization (SSMRO) position was vacated by Ryan Hubbard since he will be MRFPAC Director. The Elections committee searched for another MRF member to fill that position. Dave Cazel from Idaho sent in his Candidacy letter. Ballots were mailed to the SSMRO's by October 7, 2017, so they can be returned to the MRF Office by December 15, 2017.

The first item on the Agenda for the State Reps Meeting was the election to fill the position filled by Big Dave Monroe. There were no other nominations from the floor, so Dave graciously accepted his re-election for a full two-year term.

There will be a ballot in the back of this issue for the election of the Member Representative to the board. Todd Riba, the incumbent, is the only Candidate for this position. Per the MRF bylaws, there will be a ballot in the back of this issue of The MRF Reports. Please show your support for the work your Member Reps do by taking the time to vote and return the ballot.

All positions are for a term of two years. The newly elected officers will be seated at the January 2018, teleconference board meeting.

The remaining Board positions will be elected next year.

As you celebrate Thanksgiving, remember to count your Riding Freedoms among your many blessings! And Merry Christmas! Happy Hanukah! Felice Navidad! Joyeux Noel!

## MEETING OF THE MINDS 2017



ABATE OF IOWA



CBA/ABATE OF NORTH CAROLINA



# MRF PAC NEWS

Ryan Hubbard  
MRF PAC Chairman

Brothers and Sisters,

At the MRF Board meeting held in conjunction with the 2017 MOTM's, I was elected to be your next MRFPAC Chairman. I need to start this article with a big thank you to the outgoing Chairman, Jim "Legs" Korte. Legs has given a lot to this organization and the MRFPAC. He created some great policy and procedure documentation and brought organization to the committee while pushing it forward for the last few years. The MRFPAC is strong because of his leadership. Congratulations on your retirement from the board Legs, and thank you for staying on as a committee member.

As we are in a new election cycle, it is important to remind you that the MRFPAC is here for you. MRFPAC consolidates contributions from MRF members and uses them to contribute funds to candidates seeking public office on the federal level. Collectively, these contributions have a far greater impact on a candidate's ability to wage a successful campaign than individual contributions. MRFPAC trustees grade and, in some cases recommend, endorsements of the candidates running for federal office. All grades and endorsements are based solely on motorcycling issues; without regard for party affiliation or a candidate's membership in any motorcycling rights organization.

Per Federal Election Commission (FEC) regulations on communications, these grades can only be provided to MRF members, which is why they are published in the MRF Reports and not posted on the website. MRFPAC is registered as a Qualified Non-Party, Special Segregated Fund (SSF) with the FEC. This is important to know as this designation governs how we can communicate. First and foremost, solicitations for funds can only be made to members of our restricted class (Motorcycle Riders Foundation (MRF) Members). Communications with the general public are covered under FEC rule 11 CFR 114.5(i): an SSF may communicate with the general public using PAC funds on any subject (except soliciting funds for the PAC), including express advocacy.

The Special Segregated Fund (SSF) is managed by the MRFPAC Treasurer, and the money is used to make contributions to candidates by sending MRF members to their fundraising events. This fund is restricted by federal election laws dealing with contribution limits and communications expressly soliciting for contributions to the SSF. Monetary contributions to the Special Segregated Fund (SSF) can only be accepted from individual members of the MRF. Federal law (11 CFR 114.2) bans contributions by corporations and labor organizations to influence federal elections. That ban covers incorporated trade associations and membership organizations.

Therefore, contributions to MRFPAC can come from individual members of the MRF, but not from SMRO's. While SMRO's cannot contribute money directly to the SSF Fund, they can donate goods to be auctioned or raffled, and hold fundraising events for the purpose of generating funds for the SSF. When doing this, the SMRO will function as a Collecting Agent for MRFPAC. However, all contribution limits and reporting requirements still apply. The FEC defines a Collecting Agent as: An organization that collects and transmits contributions to a SSF. A Collecting Agent may be the SSF's connected organization (Motorcycle Riders Foundation), or an organization (SMRO), or committee affiliated with the SSF.

If your SMRO plans to raise funds for MRFPAC, please contact the MRFPAC Chairman or Treasurer for all the details acting as a Collecting Agent.

## MRFPAC Committee

Chairman: J. Ryan Hubbard (IL)

Treasurer: Paulette Korte (IL)

Associate-Treasurer: Lenny Holcomb (SC)

Trustees: Jim "Legs" Korte (IL), Todd Riba (MN), Andy Kelly (PA), Dave Monroe (AK)

Advisor: Megan Ekstrom (Washington D.C.)

If you have questions regarding MRFPAC or the distribution of funds, please contact me or any one of the committee members. Additional information on Political Action Committees is available on the Federal Election Commission website at <http://www.fec.gov>.

Contributions are only being sought from members of the MRF who are U.S. citizens, or those who have been lawfully admitted for permanent residence under applicable federal law. Foreign national contributions are prohibited. Contributions are not tax deductible. Any contribution from non-MRF members will be returned. Contributions to MRFPAC are voluntary, and you may refuse to contribute without reprisal. A copy of our report, filed with the Federal Election Commission, is (or will be) available on the FEC's website ([www.fec.gov](http://www.fec.gov)).

# MRF STATE REPRESENTATIVES REPORT



Doc D'Errico  
State Reps Director

Our MRF State Representatives are indeed the backbone of our great organization. They are first and foremost, communicators – as liaisons between our Sustaining States' Motorcyclists' Organizations, our membership, and our MRF; the primary function of a representative is to communicate the activities, core messages, and actions from the MRF to our membership in your State or Commonwealth. It's also their function to share the activities within each State with the other MRF State Representatives – to share the learning, successes and losses, and to learn from other States in turn.

It's also the MRF State Representative's function to act as a MRF Subject Matter Expert on all things MRF to understand the MRF's Legislative Agenda, the threats, challenges, and opportunities. When they aren't sure, or simply don't know, to communicate with their peers and the MRF Washington D.C. office to gather, understand, and advocate for the MRF as an evangelist and champion.

Lastly, and just as importantly, a MRF State Representative is a Recruiter and a retainer. To grow the MRF's Membership by attracting new individual and sustaining members, but also retain those members in whom the MRF has invested energy and instilled trust.

At this year's 33rd Annual Meeting of the Minds in Williamsburg, Virginia, as the MRF State Representative, it was my honor to celebrate the efforts of some of our top MRF State Representatives, but also to extend a challenge to all our MRF State Representatives.

With regard to attracting new members, the "Top 10" MRF State Representative Recruiters were:

9(T)	MN	Gary Goracke	20
9(T)	MO	Amy Allmon	20
8	PA	Lenny Young	23
7	PA	Andy Kelly	25
6	WI	Joe Stanek	26
5	MI	Tom "Jinx" Rahn	32
4	MN	Todd Riba	35
3	LA	Donnie Brown	36
2	NC	Cindy Hodges	38
1	SC	Shelly Holcomb	59

Each were presented with a certificate for their achievement as evangelists and recruiters on behalf of our MRF.

As our membership grows, however, we are often faced with the challenges of attrition within our ranks, and our MRF State Representatives were consulted on a unique opportunity. Each year, our MRF "State Representatives Growth Committee" looks at ways to strengthen our program, but also challenge the Reps to continue to strengthen our organization. This year, the Reps Growth Committee proposed a "Net +3" membership program, as opposed to just an overall growth number.

"Net +3" is a State-by-State challenge that each State will increase their overall membership by 3. How that works is that each State's membership will be benchmarked within 30 days of Meeting of the Minds 2017, and those numbers will be shared with the State Representative. Whatever that current number is, the challenge will be to increase that number by 3 before the 34th Meeting of the Minds in 2018.

For example, if a State currently has 200 MRF Members at the time of the benchmark, they need to have at least 203 active members by MOTM 2018. If they sign up 3 new members without any attrition, they've achieved the goal. Sounds easy, doesn't it? However, if their State loses 5 members to attrition, then they need to add 8 new members. If they lose 20 members to attrition (10%), then they need to add 23 new members to achieve the "Net +3" gain.

This will be managed by our MRF Washington D.C. Office Manager, Tiffany Cipoletti, who volunteered to not only get the benchmark data out to our State Reps within 30 days, but to keep them apprised of their current members' status monthly, and the program status quarterly.

Achievable? Absolutely. Why State-by-State since we have Assistant Reps in many States? Because we wanted to be fair across the board, especially in States where we have more challenging geographies and growing membership. We believe the challenge to be realistic and a significant benefit to the organization – not only in terms of membership growth, but to encourage more communication between our State Reps and their constituents – our Sustaining SMROs and Individual Members.

We do believe that our State Representatives have the ability to accomplish this challenge, so we also hope to have some fun with it along the way.

But as noted above, the role of "recruiter" is but one of our State Reps many functions. Each year, we put forth the request that our MRF SSMROs – the numerous Sustaining States' Motorcyclists' Rights Organizations around the country, nominate their State Reps who exceed their expectations in that role.

Named for a person who laid the foundation for the MRF State Reps Program, the **MRF's Deb Buttita "MRF State Rep of the Year"** award recognizes the State Representative who espouses the best traits of a MRF State Rep. The bar is set



rather high, and has been touched in the past by Joe Arnolds of South Dakota, Denny Lange of Illinois (who won it 3 times), Dave Cazel of Idaho, Doc D'Errico of Massachusetts, Barb 'Lisi' Martinez of Oklahoma, Todd Riba of Minnesota, Andy Kelly of Pennsylvania, and in 2016, Amy Allmon of Missouri.

In 2017, we were pleasantly surprised, but challenged to have several outstanding nominations. But one person stood out among the rest, not only because of their accomplishments, but because they were recognized not only by the Executive Director of their SSMRO, but by others around the MRF. Our 2017 MRF State Rep of the year not only visited a SMRO Chapter, Club, or organizational Meeting almost every weekend during the past year, but helped in identifying people and organizations who were not familiar with the MRF. The MRF State Rep of the Year was noted as "spreading the gospel" of the MRF, which resulted in a significant increase in not only individual memberships in that State, but by also ABATE Chapters who have never been members of the MRF.

For her significant accomplishments over the past year, your MRF was truly proud to present the "Deb Buttita 'MRF State Rep of the Year'" award to Michelle (Shelly) Holcomb from South Carolina.

On a final note, as we congratulate all of our MRF State Reps, especially the award winners, for their accomplishments, we once again ask that our States re-appoint their State Reps since they are NOT appointed by the MRF, nor frankly, do they "work" for the MRF – they appointed by and work for YOU!

We do understand that your process for appointing or electing your State Rep may not coincide with the MRF's annual

cycle of appointment, but it doesn't require your State to change anything – you merely need to confirm your current State Rep and can then make changes at whatever cycle you wish.

A short email sent to the MRF Director of the State Reps Program – email to [derrico@mrf.org](mailto:derrico@mrf.org) is the easiest way to accomplish this. Include your State Representative's name and contact information, as well as your name and title. This message should come from the senior executive of each Sustaining State Motorcyclists Rights Organization in your State. If nothing's changed, then just a note saying, "same State Rep" with your name and title is just fine!

In states where multiple State Motorcyclists Rights Organizations exist, and are all Sustaining Members of the MRF, we need confirmations from each organization. We are happy to work with you to make this as easy as possible, so one email copying the other SSMRO executives is acceptable if they just then "confirm" the email. One additional note – just the State-Wide Sustaining SSMROs, not sustaining individuals, chapters, or organizations with membership that is closed or limited.

We are also happy to discuss these roles, your expectations, and any other needs or requirements you have. Simply contact one of our SSMRO Representatives (elected by you!) or in matters concerning the State Reps and our program, feel free to contact me directly!

Service as a State Representative or Assistant State Rep of the MRF is a distinction – one earned continuously by the Rep, and an honor bestowed by you! Your MRF appreciates everything they, and you, do every day!



**2017 DEB BUTTITA MRF REP OF THE YEAR**  
MICHELLE HOLCOMB  
ABATE OF SC



**2017 MRF STATE REP TOP RECRUITERS**

# MOTORCYCLISTS UNITED



**RUSSELL RADKE**  
SUSTAINING CLUBS REP

This last month has again required a lot of airports and less than 1500 miles on my motorcycle, and I am really not ok with that. What I am very good with, was the trip to Dayton, Ohio for a NCOC meeting. The response and participation was awesome, with a lot more colors, not only represented but also participating in brainstorming the next course of action. Special thanks to Sleazy for all the planning and preparation of the event!

The trip to Virginia was long, had to do a red eye, but as it turned out, was worth it. The meetings for the committees were positive and the Conference was a wealth of knowledge. The first thing that continues to threaten the organization is the clock, we are getting old and have not raised up the next generation. Personally, I believe that it is our responsibility to not only do our job but find those who we can bring in and raise up to replace us. The second thing is that some still believe the only way to achieve the desired success, is doing it the way we did back in the day. Now it might sound like I am picking on the old guys, and maybe I am, but I believe there are tremendous resources that we have not even begun to tap into yet. One way or another we are all going to reach that time and place when plan A is not going to work anymore. I was excited to see some new faces this year, and they brought with them some new ideas. I want to thank the club members that came and support our efforts; it was definitely noticed. I used to get asked a lot if profiling is really happening, I can tell you personally it happens. The Latest numbers from the Motorcycle Profiling project survey showed that it is happening at an alarming rate, and not just to club members. I want to encourage everybody to go to [www.motorcycleprofilingproject.com](http://www.motorcycleprofilingproject.com) and participate in the survey. The pattern of evidence that comes from people responses is an essential tool in the fight for Anti-profiling resolutions that are currently being pushed in D.C.

Another statistic that has come from the survey is equal access denial, it is also growing at an alarming rate, pretty soon I won't be able to wear my colors to church... not really, my pastor is a biker but you get the point. People, it is now or never, if we don't fight now, our great grandkids are going to be asking someday, what is a biker because the only place they are going to see it is on the history channel.

Again I want to point out that we are living in a very important time in history, as some have chosen to try and take away our rights, organizations that have not worked together are rolling up their sleeve, putting away there indifference's and marching in the same direction. United we stand, together we prosper!



MRFA&E is looking for a new Secretary. You do not have to be political but more in the awareness and education side of motorcycling. This is an officers position for a 2-year term; officers are required to be at MRF MOTM conference for the MRFA&E board of directors meeting during the conference. MRFA&E is a 501 c3 company that deals with the community awareness and education for motorcycling.

Wanted: A grant writer that does this for a living or has some experience in grant writing. This position is an assistant to the board of directors to be appointed by the Chairman.

Please keep these positions in mind if you know any riders whom might be a good fit into MRF A&E board.



**2017 MRF AWARENESS & EDUCATION  
YOUNG ACTIVIST SCHOLARSHIP WINNER  
HALEY WILSON (CBA/ABATE of NC)**



# COMMUNICATION

LENNY HOLCOMB  
SSMRO REP

Another MOTM in the books. Despite all the glitches that the hotel kept throwing at us (AC & elevators not working. A brief power outage during the BOD meeting, etc.) VCOM & VABA did an excellent job of keeping things going. Thanks, guys! It's not an easy task to put on one of these conferences.

Our job as the two SSMRO Board Reps is to be the conduit between the MRF and the Executive Leadership of the State Motorcycle Rights Organizations across the country. And communication is the key! As such, we often send out emails looking for responses, and it's very disappointing when all we receive back are crickets & tumbleweeds.

I believe the problem is twofold. One is that our database may be out of date. If you were at MOTM, then you know that I spent most of the weekend trying to resolve that issue. Thank you to all the leaders that updated your information for me. If you were not at MOTM, please contact me at [lenny@mrf.org](mailto:lenny@mrf.org) so that I can update your state's contact info. I plan to send out a "test" email very shortly after you receive this copy of the Reports. Which brings me to the second reason, People forget? Or feel that they do not need to respond? Maybe, they have nothing to contribute? Well, I have one request. If we send out an email, PLEASE respond. Even if you just say "ok," or "got it." This way we know that you got it and you're still alive. As I said before, communication is the key!

As many of you may know by now, my SSMRO Rep partner, Ryan Hubbard has stepped down to become the MRF PAC Chairman. Ryan did a fantastic job, and it was a pleasure working with him. I know he'll do well in his new position.

Lastly, I'd like to send a huge thank you to Legs Korte for all that he did during his time as PAC chairman. That is not an easy position to fill. You must stay up on all the rules and regulations that are continually changing. Legs did all of that and more. Thank you, Legs! Enjoy your retirement.







## Close Calls

In general, I consider myself a rather forgiving person. Sure, I have my moments when I'd rather disembowel someone than turn the other cheek. But on average the kinder emotions usually win the day. I am, however, being sorely put to the test.

Back in August, I had the chance to take a weeklong motorcycle trip. Seeing as I was in desperate need of some relaxation and wind therapy, I jumped at the chance and, as Mark Twain would have said, I lit out into the territories. My relaxation, however, proved to be harder to find than I had anticipated. Why? Because of idiots on the road who had more of a mind to play with technology than pay attention to what was in front and around them.

Talking on cell phones. Playing with GPS navigation systems. Fiddling with cameras, shooting video while they're heading down the road. Even screwing around with taking selfies. Every form of bad road behavior that we all fight against and complain about was all around me, damaging my calm. The problem was, it wasn't car drivers who were doing it—it was motorcyclists.

This road trip I mentioned was to the Black Hills Rally in Sturgis, South Dakota, and rarely have I been more worried about my safety while riding than I was out there. Seems everyone these days has some form of video recording device attached to his or her handlebars, and it seems that far too many of these "riders" have no qualms about trying to capture the perfect piece of footage, fiddling with tiny camera buttons and looking at digital view screens, instead of holding onto the handlebars.

Time after time I saw riders pull smartphones from their vest pockets to snap a picture while in motion. I saw more than a few actually make cell phone calls while riding. And I saw more than I can count who were incapable of holding a lane position because they were too busy playing around with what they hoped would be the perfect footage for their next Facebook post.

Motorcycle after motorcycle drifted over the fog line, corrected, then faded the other way over the centerline. Eyes were down instead of forward. Hands were on anything else instead of on the grips. Attention was everywhere but the road. And we complain about the car drivers.

Two such idiots just about put me out of the writing business permanently. Somewhere south of Hill City on 385 two morons came bombing north and drifted across the center line straight at me as I was headed south. And by drifted I don't mean that they crept a half dozen inches over the double yellow. These two wannabe bikers came halfway into my lane like a bowling ball set on a strike. I don't know what they were fiddling with, and frankly, I don't care. I just figured my time was up and the next story I filed would be for the great publishing house in the sky.

All I can say is, thank God for advanced rider training. I executed a high-speed swerve to the right as they zoomed past so close that I swear the bootlaces of one of them hit my leg. They kept going, seemingly oblivious to our close call; I took a moment to set my kickstand down on the side of the road to recover my wits (and recover my seat from my butt thanks to pucker factor).

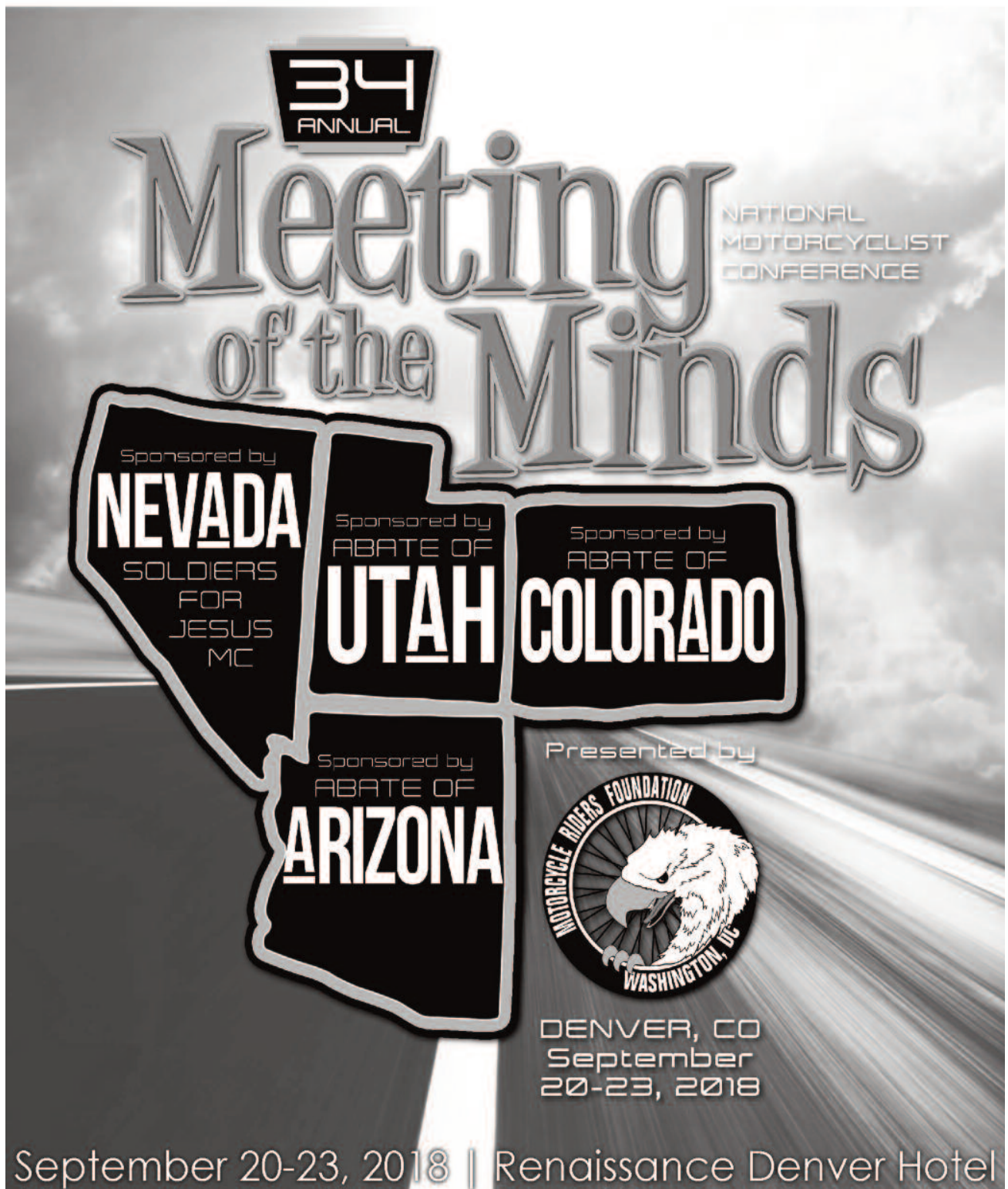
We've all had close calls; I'm sure many of you have had closer ones than mine. And I'm sure there will be many more to come. But our close calls should not be because of our own. It's bad enough when we have to dodge overtaxed soccer moms, enraged commuters, drowsy drivers, inattentive teens, and other four-wheeled forms of mayhem. I draw the line at this kind of stupidity on two wheels.

Many of us have fought long and hard battles for stiffer penalties against car drivers who can't pay attention to the road, and many of us are still fighting. How in the name of all that's holy do you think it makes us look when members of our community are behaving even more recklessly than they people we're trying to defend ourselves against? Damned foolish, that's how.

It is high time that we realize that part of the problem lies within our own motorcycling community, and it's time this stupidity ends. When you ride, put the technology away. Pay attention to the road and to the amazing experience that is had from riding a motorcycle. Facebook can wait until you've parked, and so can the photos and the phone calls. Nothing is more important than coming home to the people who love you.

Don't make our fight any harder than it already is.

-The Ghost rider



**34**  
ANNUAL

# Meeting of the Minds

NATIONAL MOTORCYCLIST CONFERENCE


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Rate: \$124.00 per night. Cut-off date: August 24, 2018

Airport transportation via light rail to Central Park Station, hotel shuttle available from there.

Pre-registration for conference through the MRF, 2221 S. Clark St., Arlington, VA 22202

Pre-registration (must be received by Aug. 24th): \$80.00 Current, Individual member / \$90.00 Non-MRF member.

Registration rate after Aug. 24th: \$90.00 Current, Individual member / \$100.00 Non-MRF member.

Registration includes all workshops, workshop materials, and Saturday banquet.

Registration questions call the MRF at 202-546-0983, or email Fred Harrell at [fred@mrf.org](mailto:fred@mrf.org).





## The Motorcycle Riders Foundation: 2018 Legislative & Regulatory Priorities

*At the 2017 Motorcycle Riders Foundation's (MRF) 33rd Annual Meeting of the Minds Conference held in Williamsburg, VA, a Legislative Strategy Session was hosted by the MRF's Legislative Committee. The purpose of the Session was to establish and prioritize the MRF's Federal Legislative Agenda for 2018. These priorities are categorized below. Note that at any time, an item may move to a different category depending on the likelihood of activity. This list should remain fluid and can be adaptable depending on the issue and political environment.*

### 2018 HIGH PRIORITY OBJECTIVES

- Continue to lobby for the passage of legislation (H.Res.318 & S.Res.154) promoting public awareness of and condemning instances of motorcycle profiling by law enforcement officials
- Advocate for targeted changes to the Renewable Fuel Standard including the following actions:
  - The indefinite and universal availability of approved fuel blends, containing no more than 10 percent ethanol by volume.
  - Additional research and independent studies concerning the effects of higher blends of ethanol on motorcycles as well as targeted consumer education programs
  - Where higher ethanol blends are available, ensure separate pumps (i.e. no blender pumps) to minimize the risk of damage to motorcycle engines
- Advocate and monitor for motorcyclists concerning laws and regulations related to autonomous vehicles, specifically, (AV START Act, S.1885);
  - Required testing for motorcycle recognition and responsiveness
  - Strong standards to ensure the safety of motorcycle users as it relates to electronic and cyber security systems
  - The inclusion of motorcyclists' perspectives in discussions regarding Intelligent Transportation System (ITS)
  - Clarification of the rights of data ownership of any recorded data in the context of autonomous vehicles
- Fully engage the EPA & Congress on any activity related to motorcycle emission regulations (i.e. RPM Act - H.R.350 & S.203)
- Work with appropriate stakeholders concerning the federal definition of a motorcycle, ensuring that crash and fatality statistics continue to be separate from other classes of vehicles including autocycles, non-motorcycle powered vehicles such as mopeds, scooters, and various cabin-based steering wheel type vehicles
- Consider limiting funding of any federal government entity with increasing involvement in advocating for a universal helmet law or similar initiatives
- Continue to promote our theme of crash avoidance versus safer crashing urging NHTSA to focus on crash prevention and rider education
- Fiercely oppose any federal mandatory helmet, apparel or conspicuity standards
- Pursue and monitor efforts related to the next highway bill (expiring in 2020). Ensure the following provisions are included:
  - Motorcycle Education & Awareness Program Grant Funding
  - Continuation of the NHTSA Lobbying Ban
  - Continuation of Motorcycle Advisory Council (MAC) to advise the FHWA
  - Oppose any motorcycling related federal blackmails or federal sanctions
  - Monitor for any action that would negatively impact motorcycles, motorcycling, and motorcyclists
  - Continuation of ban on federal funding for Motorcycle Only Checkpoints



**MEDIUM PRIORITY OBJECTIVES**

- Pursue safer roadway design strategies in federal infrastructure legislation or discussions (i.e. MAC)
- Oppose any motorcycling, motorcycle, or motorcyclist-based discriminatory legislation or rules proposed by the U.S. Congress or by any federal agency
- Monitor and ensure that the term "vulnerable roadway users" does not include motorcyclists

**MONITOR ONLY**

- Work to discourage ALL forms of distracted driving
- SAE Motorcycle Roadside Sound Testing (addressed by individual states)
- Continue participation in motorcycle related activity in the European Union, United Nations, and Canada informing membership of key developments
- Continue monitoring any federal studies concerning motorcycles (i.e. Federal Crash Causation Study MSF Naturalistic Study)
- Monitor and strongly oppose any federal standard proposing stamping and certifying of motorcycle exhaust systems
- Monitor private and public organizations that oppose the legislative agenda or mission of the MRF
- Closely monitor the federally mandated Affordable Care Act (ACA) for potential motorcyclist and motorcycling discrimination
- Monitor fair tolling concepts on federally funded roadways and projects supported by federal bonds
- Monitor and support federal efforts to study and review the benefits and concerns of lane splitting and lane filtering
- Monitor and respond to federal legislative or regulatory activity concerning the usage of the terms gang, club, known associate, and associate when referring to motorcyclists
- Monitor and report on any litigation related to motorcycle emissions violations



## MRF TREASURER'S REPORT

FRANK CARBONE  
MRF TREASURER

I just got back from Meeting of the Minds in historic Williamsburg, Virginia. As always, this proves to be educational, inspiring and a wonderful time. I will leave it to the rest of the contributors of this publication to tell you all the details.

As always, I get my 15 minutes of fame presenting the financial state of the union. To sum it up, we are in okay shape, not great, but better than we were a few years ago. From a financial standpoint, MOTM is a pivotal point as it is when our supporting organizations provide us with their donations. What they can provide is highly dependent on membership just as we are. And you all know, membership is something I tout in all my writings - it is our lifeblood and represents approximately 45% of our annual income. This brings me to the point that our sponsoring entities were not able to donate as much this year as they did last year. So, for the good of our financial future, we need to all work hard to increase membership. Is it that difficult for each of us to recruit one new member?

So where are we through eight months of this year? The good news is membership is almost 5% ahead of last year's pace. The other good news is MOTM registration, and freedom fighter donations are up which help to offset the SMRO donation decline. 2017 income is flat compared to 2016 (okay, not great).

On the expense side we are pretty much lower in spending this year except for salaries (didn't have a lobbyist for four months in 2016) but that is well within budget. We continue to hold the line on spending as much as we can without reducing our ability to preserve our lifestyle. The point here is we have no more room to cut costs without hindering our ability to monitor and change the feds from taking away our rights and freedoms.

As we move forward, I have some financial concerns due to SMRO donations being a bit less than last year but will have to hold final judgment till all the results are in from Williamsburg.

In the meantime, enjoy the fall riding season and go sign up some new members.



## AROUND THE STATES

ALABAMA  
MATT SCHROEDER  
MRF ASST REP

Greetings from the State of Alabama! I first want to thank everyone that was involved with putting on the MOTM in Williamsburg. Top notch. Garland Medlock and I rode from Alabama to Williamsburg via the D-Day Memorial in Bedford, VA and Appomattox Courthouse. If you haven't been to either of these, they are worth the time. This was Garland's first MOTM, and he tells me he enjoyed it. He especially enjoyed Slider Gilmore's "The Golden Hour."



On our way back to Alabama, we traveled down I-664 to Suffolk, VA. The interstate was being repaved and there was a 3-inch height difference in the lanes. We came upon a young woman that tried to change lanes and didn't make it. Caution signs, warning signs and signs saying not to change lanes and then this. First responders were already there. Our discussion later was Slider's presentation.

Not much happening in Alabama. In discussions with Dave "Animal" Reid of the COC, no incidents of profiling have been reported. We are a little dismayed that only about 200 people have responded to NCOM's profiling survey. Here's the link: [www.motorcycleprofilingproject.com/national-profiling-survey](http://www.motorcycleprofilingproject.com/national-profiling-survey). Only take the survey once so as not to skew the numbers.

We are gearing up for next year's legislative session and will have our officer's election in December. We have put into place "The Freddy Wheeler Rider Training Scholarship" This is a scholarship to reimburse members who complete the MSF's BRC and a 50% reimbursement for the Advanced Course.

ARIZONA  
ANISSA HUNTINGTON  
MRF ASST REP

The Arizona Motorcycle voters project is an ABATE owned 501c3 focused on getting motorcyclist registered to vote and to assist with the restoration of voting rights to those who need it. So far, the Arizona MVP has helped six people and getting their voting rights restored. We are in discussions with a paralegal office to draft a form letter to submit when gun rights restoration is requested.

ABATE of Arizona hosted the first biker Town Hall and we had 47 were in attendance. In the future, we intend to do more of these around the state.

Last month, our lobbyist Mike Infanzon reported that he had contacted a few U.S. Representatives about co-sponsoring HR 318, the federal anti-profiling resolution. We are

glad to announce that Congresswoman Sinema has signed on as a co-sponsor.

We all had a wonderful time at Meeting of the Minds in Virginia. Everyone who attended took away a lot of good stuff from breakout sessions and made some excellent contacts as well.

I learned a lot in the MRF Representative's meeting and hope that I can become an asset as an Assistant for Dale in Arizona.



#### CALIFORNIA KEITH JOHNSTON MRF STATE REP

Greetings from California.

Membership, a big concern for a lot of the SMRO's around the country. Here is something that I saw that worked wonders. A few weeks ago, one of the ABATE of California locals partnered up with the neighborhood Harley dealer and hosted a pancake breakfast on Saturday morning. They set up a separate booth with ABATE literature, some freebies like tire pressure gauge's that were donated to them and of course plenty of membership cards. Though they only served pancakes for two hours, 9:00 am to 11:00 am, they were able to sign up thirteen new members. I'm sure other variations could work also such as a booth at the local bike night, hosting a BBQ lunch at the local motorcycle dealer, etc.

Not really an MRO event but worth mentioning - My wife and I attended a ride called the Sarah Renee Phillips Memorial ride in Vacaville, CA. The story behind the ride is a young lady named Sarah Renee Phillips was murdered in her home back in 2000. Since then her father Glenn Phillips, who happens to be Chairman of the Board for ABATE of California, has sponsored this ride that raises college scholarship money for kids that have had a tough time while growing up. By tough time I mean things like coming from broken homes, parents that were not in the picture, abused, etc. Of the scholarships given out to date, only one person failed to complete their college. Others have gone on to remarkable success such as the person who is now a doctor and has opened a practice in their hometown. Over the years my wife and I have participated in a lot of charity rides for kids, but this was one of the most touching ones that we have ever been on. The ride goes through a memorial garden in Sarah's

name that is maintained monthly and ends up at a BBQ with live music, speeches by Sarah's father and testimony by past recipients of scholarships. If you are ever in California when this ride is taking place and can ride along you will meet some great and caring people and ride away with a warm feeling in your heart.

Our anti-profiling effort is gaining some momentum. A group of us were able to attend a meet and greet with San Diego AssemblyPerson, Shirley Weber in September. She has a successful history of legislation concerning racial profiling and has passed bills that require law enforcement to report for every stop things like the nature of the stop, the ethnicity of the individual(s) stopped, the outcome of the stop and other details of the incident. She was very receptive to our concern, especially since here area seems to be one of those that has more incidents that may be viewed elsewhere as profiling. Her office has requested more information and details, and we are moving forward to a town hall meeting with her and her constituents with some hope of having her author a bill for us.



California passed AB 1027 which allows experienced riders to complete a one-day advanced course and forego the skills test when applying for a license instead of the usual two-day course for beginning riders. SB 672 is on the governor's desk which extends indefinitely the requirement for agencies that oversee traffic-actuated signals to assure that they will recognize bicycles and motorcycles. Previously there was a sunset clause in the law. Also of concern and being closely monitored by ABATE of California is the California Motorcycle Safety Program (CMSP) Hi-Vis Subcommittee is recommending that all riders wear Hi-Visibility vests. ABATE's Lobbyist has emphatically voiced that we are against this and is a waste of the CMSP Fee that Motorcyclists pay during Registration.

I just wanted to add a word of "THANKS" to everyone that helped with the Meeting of the Minds. It was my first one, and I was overwhelmed with the amount of information given out and the camaraderie shown by everyone there.

Ride Safe ...



# AROUND THE STATES

## COLORADO

DALE "BEAR" MEADE  
MRF STATE REP

The next legislative session will start up in January. Stump has been busy keeping up with the summer TLRC committee as this committee reviews possible infrastructure bills that may come up in our next session. There have been some meetings regarding MOST-- (Motorcycle Operator Safety Training) and how OUR money is being spent. Supposedly money is being spent on advertising. At the last COC meeting, there was only one billboard found in the Denver area that has anything to do with motorcycles. That leaves a huge question as to where all our money is going. Bruce has been in regular contact with the head of CO State Police who will be taking over the administration of the MOST program in January. From the sounds of things at least, they are willing to listen to our concerns about the money distribution and make changes. Hopefully, the new year will bring in some necessary changes so we as motorcyclists can feel we're not being robbed by the government.

ABATE of Colorado started offering a rider education classes over on the western slope in the Glenwood Springs/ Rifle area earlier this summer. Since we are the only ones teaching in that area, it turns out there was a huge demand for training. The classes have been booked full through the end of the year. As for next year's training, I think the saying (paraphrased) is "We'll be back." We are fortunate to have a mobile training unit that affords us that luxury.

All of us are excited to host next year's MOTM. We will do our best to make it the best one yet. See you there!!



## CONNECTICUT

SANDRA CLARK  
MRF STATE REP

In CT, the Connecticut Motorcycle Riders Association has four volunteers that are attending the upcoming regional conference geared toward zero fatalities on the roadways. The upcoming gathering with Connecticut Department of Transportation will offer a variety of educational areas which will

include autonomous vehicles. The volunteers have worked extremely well towards progressive agreeable changes in road use and safer passage for motorcyclists in a motivational manner. The success of those volunteers and their peers is appreciated by many.

Aside from local politics, I would like to thank everyone for numerous educational experiences both good and bad over the past ten years of being an MRF member, Assistant Rep, and State Rep.

I have decided to resign as the Connecticut State MRF Rep for personal reasons.

I hope the best for the new Connecticut Rep for the MRF and hope that the CMRA Executive Board and I can find a replacement very soon!

I am so very thankful for the experience of being a State Rep for MRF.

For CMRA events and regular information visit [www.thecmra.com](http://www.thecmra.com)



## IDAHO

DAVE CAZEL  
MRF STATE REP

November and December are the shoulder months for weather in Idaho, but they are the months when the donkeys and the elephants start marking their territory and placing their scent for the upcoming biannual election for the state-house. The next election for all the seats in the State House and Senate along with the Governor's office takes place in November 2018 with the primaries in May. When the 2018 session opens in January of 2018, we can expect to see an overabundance of legislation to be sent to committee as the incumbents will want to show their constituents that they are, in fact, doing their jobs. The number of bills come out of committee and advance to get the governor's signature is another matter.

We don't expect to see much in the way of legislation affecting motorcycling, but one issue has raised its ugly head just recently, a "mandatory helmet law" for Idaho. This past July,

the state's newspaper with the greatest number of subscriptions, The Idaho Statesman, published an editorial calling for a universal helmet law for Idaho. Idaho is a free state where riders over the age of 18 have the choice to wear a helmet or not. As usual, the editorial was full of subjective emotion and rather empty of facts. We don't expect this issue to get to a committee, but if it should, I would expect it to die. But you can never be too sure; it's an election year. This is why the MRF constantly repeats the mantra, "Total Vigilance." We should eye this upcoming legislative session with extra scrutiny.

In this last session in 2017, we experienced a sounding defeat in the state senate on the motorcyclist anti-profiling bill. Although the bill passed the house floor unanimously, 69-0, it failed in the senate 13-22. The Senators said they could find no evidence of profiling by the law enforcement jurisdictions within the state. Without evidence, Senators were reluctant to pass the law. We urge those riders who claim to have experienced being profiled to take a stand and complete the paperwork necessary to file a complaint within the jurisdiction. At this time, I don't know if this legislation will be reintroduced to the committee, but one thing is for sure, without the evidence of complaints, the legislature will deliver the same results, the defeat of anti-profiling legislation. We must do our work if we expect to make a difference.

For those of us who face a winter of snow, hunker down and keep good thoughts. For those of us who can ride through the winter, ride safely. We hope you all have a wonderful holiday season.

KANSAS  
BILL COOPER  
MRF STATE REP

Robin and I got home safely from the 33rd Meeting of the Minds in Williamsburg, Virginia. We took the long way home covering a total of over 3,000 miles round trip and were gone ten days. I have nine pages of notes that I plan to share with my state Motorcycle Rights Organizations. Every year I get more information and am looking forward to seeing Mark and Donnie in Denver, Colorado next September 20th thru the 23rd 2018 at the Renaissance Denver Hotel. That's only 500 miles from home. My old bike might make it that far. Hope everybody made it home safe from the Meeting of the Minds and hope to see them in Denver.

INDIANA  
ROBERTA MEYER  
MRF STATE REP

I had a great time at MOTM this year. I always enjoy seeing friends from the year before. The breakouts were great, and the updates were priceless. Congratulations to all of the award winners. I would also like to thank all involved in putting on the MOTM and those working every day for the MRF. I do appreciate all of you.

ABATE of Indiana is looking forward to our "Governors Ride." This year we will again be collecting donations for the National Guard Relief Fund. There is always a good turnout for this ride. Hope to see that continued this year. ABATE of Indiana has its "Workers Party" in October and the Fall Seminar in November. Can't wait to see what the regions come up with for the Hospitality Contest at the Fall Seminar. Will the design win the judges over or will the food and drink? Not sure but it will be FUN! After that, it will be time to gear up for the next Session of the Indiana General Assembly. We will have ABATE Day at the Statehouse early in the year. I hope we break attendance records! There is nothing like seeing the Statehouse full of "bikers."



MASSACHUSETTS  
DOC D'ERRICO  
MRF STATE REP

In Massachusetts, this has been a very disappointing year for us on numerous fronts.

First and foremost, several our distinguished officers are retiring from our Massachusetts Motorcycle Association after numerous years of service. But while we truly understand that we haven't lost their commitment to our cause, they simply have no more to give personally.

Unfortunately, our Annual Meeting does not pre-date the deadline for this article's submission, so we're not ready to share those details. Rest assured that we will let you all know (in fact, you probably will know before this issue is hot off the presses) so that you can share in our congratulations and thanks as they take a well-deserved break from their diligence and vigilance.

This has been a challenging year for us on the roadways. There seems to be a growing and disturbing trend that while we've seen small successes in "sharing the road" with other roadway users, we're also injuring ourselves in growing numbers. This is reflective of not only our motorcyclists but if the regional press is reflective of it, riders from our surrounding States.

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## MASSACHUSETTS (CONTINUED)

In most years since the statistics began being kept, there was a somewhat even split between rider error and conflicts between motorcyclists and other vehicles. In fact, in Massachusetts alone, 65% of the time a motorcycle was in conflict with another vehicle, it was because the vehicle was violating the Motorcyclist's Right-of-Way.

Although it's possible that the Right-of-Way statistic may still hold true (we won't know until sometime in February or March of 2018), the number of Rider-Error induced crashes has increased in our Commonwealth. Specifically, as of our September Board Meeting, Rider-Error induced crashes resulting in a conflict with another vehicle were about the same, but Single-Vehicle motorcycle accidents were up by about 40% year-over-year.

We don't know what actions we're going to take or propose for our 2018 Safety and Education campaigns, but this will be a significant focus of it. In the interim, as we discuss the matter and weigh options, our fingers are crossed and (for those of us who are so inclined) are praying that we don't continue to see this trend for the rest of this riding season, which is waning as fall has arrived in full force.

On a somewhat related, but tangential note, our Massachusetts Rider Education Program is enacting a change of its own, moving from the older MSF Curriculum by introducing a Transitional Rider Coach Prep series this fall. We had already migrated to a new Classroom curriculum in 2015. Although we can't reach all the rider coaches in Massachusetts this fall, about half (including 3 of our MMA's Board Members) will be ready to kick off the new curriculum in the Spring of 2018.

Lastly, your Massachusetts Motorcycle Association was proud to receive an award from our MRF at this year's Meeting of the Minds. The State Legislative Award presented was in recognition for our defeat of two House Bills, 3091 and 3741 during the last Massachusetts General Court.



HB.3091 was another unjustified attack on Motorcycle Sound emissions. These attacks do nothing to address the problem, only create threats of penalties that in many cases are worse than a first-time DUI! While our MMA understands the challenges and difficulties, we do have a program called, "When in Town, Throttle Down!"©, which has been quite successful in educating riders, with the help of local officials and law enforcement in numerous situations where problems occurred.

HB.3741 was an unfortunate emotional response to the death in a case where one parent in a divorced household allowed a junior operator to obtain a motorcycle permit, but also to ride without proper education or supervision. While we understand the myriad of emotions at play – especially the anger misdirected by the other parent, this legislation would have placed an unnecessary burden on all potential motorcyclists by requiring that they have an existing motorcycle license for at least six months with a clean record or sacrifice all their privileges. Several counter-points were used, including that in Massachusetts, it's currently legal for a motorcyclist to obtain their motorcycle license before a driver's license, provided they take the appropriate Motorcycle Education Courses. We believe that this would result in more "illegal" motorcycle operation, further endangering those who might otherwise have sought proper training. And lastly, that this unfortunate event occurred because the junior operator did NOT take the mandatory training – which is as much the responsibility of the parents, as the operator.

Although our MMA has been quite successful at getting Legislation passed over the past two decades, we have also remained vigilant and steadfast in protecting the rights of the riders of the Commonwealth. We are proud to receive this award from the MRF on behalf of our membership, and will share it with them at our upcoming Annual Meeting!

MICHIGAN  
TOM "JINX" RAHN  
MRF STATE REP

Hello hello, JINX here from Michigan  
To start out, I would like to say a big thank-you to everyone for a great MOTM!

I sure was surprised when I received the John Farmer award. Thanks to anyone that had anything to do with this. I will continue to put my heart and soul into fighting for all motorcycle rights!

Now back to business! So far this year, Michigan has gotten two bills passed. HB 4306 which is a \$2.00 increase on bike plates and \$2.50 on license renewal. The money will be earmarked for motorcycle awareness and safety.



The second one is the enforcement of having a motorcycle endorsement. For the first time stopped, the police can give you a \$500 fine and impound your bike. The penalties go up from there. Way too many accidents involve untrained and unendorsed riders.

The bills we are still working on HB 4466 Bans hand-held phones in vehicles, HB 1160 redefine autocycle so that it is not classified as a motorcycle and HB 4480 will raise handlebars height from 15" to 30".

Nearing the end of voting on bills but we are making sure that they know that we are not going away! They refer to us in the capital as the 'black shirt people' due to our ABATE dress shirts we wear.

Another thing we do every February is invite all members of our house and senate along with their staff to have a pizza and pop lunch at the Capitol.



MINNESOTA  
MIKE BERGER  
MRF ASST REP

Fall is fast upon us here in Minnesota, and while the riding season may be winding down, the work of defending our riding freedoms continue. For example, come March of 2018, Minnesota will be hosting the 29th annual Heartland S.T.E.A.M. (seminar to educate and motivate).

S.T.E.A.M. is a seven-state motorcycle rights group made up of the A.B.A.T.E. groups in Minnesota, South Dakota, North Dakota, Wisconsin, Iowa, Nebraska, Illinois and the St Croix Valley Riders. These seven states rotate hosting the event, and 2018 will be A.B.A.T.E. of Minnesota's turn to show off our organization and our great state, with the event happening this time around March 23 – 24, 2018, in Albert Lea, MN. It is an excellent opportunity to meet and brainstorm with fellow motorcycling freedom fighters from the Midwest.

Many ideas that originated with A.B.A.T.E. of Minnesota and have been shown to be successful have been taken to Heartland S.T.E.A.M. and shared with our surrounding states, and the same is true for ideas taken from S.T.E.A.M. and brought back to Minnesota. It's a wonderful partnership

that has been working great for 30 years.

This conference is also a fundraising event with all the profits going to the Motorcycle Riders Foundation (MRF) to protect our rights on the national level. So please participate. Registration is already open—just go to [www.abatemn.org](http://www.abatemn.org) and click on Calendar/Events to find the registration form and other conference information.

One other point of interest: Minnesota's motorcycle awareness plates. This past legislative session the state of Minnesota authorized the creation of a motorcycle awareness license plate (for all vehicles up to one-ton trucks). Unlike other specialty plates, these plates will have a "Start Seeing Motorcyclists" message that will reinforce the importance of driver responsibility and motorcycle awareness, and a portion of the purchase price will go to the Minnesota Motorcycle Safety Fund. The state is in the final stages of approval of the design (which was submitted by A.B.A.T.E. of MN) and will soon begin manufacturing the plates. Look for them to be ready for purchase after the 1st of January 2018.

That's all for now. If you have any questions about anything reported here (or on anything related to motorcycle rights in Minnesota), don't hesitate to ask.



MISSOURI  
AMY ALLMON  
MRF STATE REP

The Missouri folks returned from Meeting of the Minds safe and sound and of course fired up to become the DOERS for Freedom of Road Riders and the Motorcycle Riders Foundation. I have challenged myself and assistant rep to match Shelly's total of member sign up for next year.

The sad news, as some may know, Kris Critten passed away September 16, 2017, I was unable to attend the services since I was on the way to Williamsburg. Kris loved the MRF and enjoyed attending the Meeting of the Minds. He was a sweet guy that would do whatever job you gave him and was happy to help no matter what the job. He is now riding with the Angels.

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# AROUND THE STATES

MISSOURI (continued)



Freedom of Road Riders has scheduled FORR® Ever Working, our training seminar for March 3, 2018. We plan to incorporate the lessons learned at the Meeting of the Minds. Be sure to pre-register to attend in Jefferson City, MO at the American Legion Hall. The cost to attend if you register early \$20 or \$25 at the door that includes dinner.

Freedom of Road Riders or State Motorcycle Rights Organization, an entity known as a "Political Action Committee" (PAC). The Motorcycle Riders Foundation "works together with State Motorcyclists' Rights Organizations (SMROs), assisting them with state and local agendas as well as working with them to influence Washington, DC – from the Congress to government departments and agencies to the Office of the President of the United States." (from mrf.org) Essentially, both are political in nature. We attempt to influence our legislators (National and State) on the issues that affect motorcyclists. That includes speaking to potential candidates to determine if they see things from our perspective. Just a little explanation for those who think this is too political.

Keep the Freedom Train Rolling and stay safe.

NEW MEXICO  
RAYMOND GALLEGOS  
MRF STATE REP

On the evening of September 5th, I was involved in an accident while southbound on I-25. One of my biggest fears, losing the front tire. Well, I managed to get off to the median and under 45mph when the wobble finally bucked me and flipped the bike. I ended up underneath the bike with fuel pouring out all over me. Two civilians helped me until emergency services arrived and it was a fellow rider who made the critical decision to move me. I was unconscious and not aware that I was covered in gasoline. While the other person was on the line with 911, I was pulled out from under the motorcycle. Once fire and rescue arrived on the scene, I was

evaluated. Officer Torrez of the Albuquerque Police Department removed and secured my weapon, took custody of my Cut and notified my wife that I was involved in a crash. I must state that I was astonished at how respectful officer Torrez was to me, my wife, my Sergeant at Arms, my motorcycle and my Cut. The officer refused to search my bike or my belongings to locate my insurance and registration information. Instead, he opted to wait for my Sergeant at Arms to arrive and requested that he obtain my documents. When Officer Torrez released my Cut to my Sergeant at Arms, it was folded with respect and my weapon was also returned including all ammunition. Officer Torrez is one of only a few men I have met that understood the importance of mutual respect and did not violate my rights or my public trust.

I was taken to UNMH Trauma. There, the first team that took care of me was great, and I was well taken care of. At shift change, a Dr. H came in looked at my paperwork talked to me for maybe 45 seconds to a minute, asked if I was wearing a helmet, and then cut off IV's, pain Meds, and virtually any further examination. He then had me processed out before even all my X-Rays were done. I overheard him tell the other staff at one point, what is he still doing here. When they brought in all the paperwork, my belongings and a joke of a prescription for someone who was in a motorcycle crash, he sent a nurse to tell me I was free to go. Right about then the X-ray tech walked into the room to take me back for chest X-rays the first doctors had ordered. Dr. H did agree to allow the chest x-ray after discussion with other staff.

I honestly feel that the second doctor, Dr. H. profiled me as a criminal, restricted pain medication, refused to prescribe anything until I demanded it, and even then, only a mild muscle relaxer. He prevented the nursing staff from assisting me; he did absolutely no further examination, he did nothing to help with the pain and processed me out before all the X-Rays and CT imaging were complete. Both myself and UNMH are lucky there was nothing underlying that he refused to examine. I hope UNMH reads this. There is nothing that they can do for me now, I'm already home and recovering, but hopefully the next Motorcyclist is not treated as I was.

Shame on you Dr. H; you failed at your Hippocratic oath "First do no harm."

I would hate to think that Dr. H took it upon himself to enact some retaliation for our efforts in defeating UNMH's previous legislative attempt to pass a helmet style permit system. A lucrative system in which could have potentially generated millions of dollars for UNMH's General Fund.

PENNSYLVANIA  
ANDY KELLY  
MRF STATE REP

I am going to shift gears for this month and talk about my SMRO, Alliance of Bikers Aimed Toward Education of Pennsylvania (ABATE of Pa). One piece of our mission statement deals with education which I would like to touch base on. ABATE of Pa has a program for all drivers in Pennsylvania, whether they are young or old, professional or non-professional. The program is called Operation Save A Life (OSAL). This program is for motorcycle awareness. It teaches drivers to be aware of motorcycles. The present director of the program, Bob Legore, and past directors, brought ABATE of PA's OSAL program to such a high level that transportation companies like UPS are having our instructors give classes at their terminals, and Schools in the commonwealth, and are asking it to be presented in their classrooms. This is only one of many things being done by ABATE of PA but it is something well worth mentioning.



SOUTH CAROLINA  
MICHELLE HOLCOMB  
MRF STATE REP

I would like to write this article in memory of Dennis Welborn, State Legislative Coordinator, ABATE of SC. As I attended Meeting of the Minds, I was saddened to be notified by our State Coordinator, Ralph Bell, and good friend, Cyndi Hodges, of the passing of Dennis on September 20th, 2017. He was a loving husband, extraordinary father, devoted friend and trusted confidant. He was always willing to lend a helping hand. He was loyal and dependable. Dennis was always there but never in the way. He was a great freedom fighter and mentor.

When I first moved to South Carolina, I had no idea how the legislative system worked here. Dennis was always there to answer my questions and give me advice. I hadn't heard from him for a while and sent him an email asking him how he was doing. He gracefully wrote back and said fine and thanked me for caring enough to ask about him. Dennis served in the U.S. Army as a cavalry scout and served in Vietnam where he earned the Bronze Star and the Purple Heart as an Army Ranger. He never spoke to me about it. I doubt he spoke to few about it as most of us would understand.

Dennis will be tremendously missed here in South Carolina. We have lost a fierce freedom fighter and a great man. Hearts are broken and will take some time to mend. As many people said at his service, Dennis would say "What's the big deal? Why is everyone bothering to take the time to be here for me?" Well, let me tell you, Dennis. You meant so much to many of us. I only knew you for a brief time, and your death has affected me. I am sure that those who have known you for a long time are greatly suffering from their loss. Dennis was buried with full military honors at Fort Jackson, SC. He was well represented at his flag line by MRF and ABATE of South Carolina.

It was an honor to salute you and an honor to know you.



SOUTH DAKOTA  
KELLY DE VRIES  
MRF STATE REP

Well, it's November and getting close to the end of riding for me, some of you already slowed down on riding, not me I have a good month of riding left if the ice stays away. Make sure you dress for the weather and keep your eyes open for drivers that seem to be always late, behind schedule or distracted out there.

The last few months you have been seeing and hearing everyone talk about sending letters to our men and woman in the White House. Well, the truth is we are not getting this going very good on profiling and RPM bills, depends on how you look at it we are failing our orders on getting letters sent. We have little over 100 people that sent letters out of over 1,600 members in South Dakota, come on brothers and sisters we are letting our state coordinators and ourselves down!!!!!! You do not need to be members to send these letters (but it helps us fight those bills when you do, hint hint). When you send in the letters, and they respond to you, and you don't like what he or she said, please reply to it and ask for more infor

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## SOUTH CAROLINA (continued)

mation on why they will not commit to co-signing. Let's go back to when you were a child and wanted a new bike, did you ask your parents just once and that's it? No, you ask and ask and ask some more, and then when they are tired of hearing you, they give in. This is what we all need to do; these bills are not going to be easy or fast to pass. This means work, push, and fight with our leaders in each state.

RPM bill not only affects motorcycles and any type of transportation that you wish to modify. So please send our Facebook post to all your family and friends and have them click on the link to send letters to their state leaders. Please ask them to pass it on because this affects all types of transportation, anything you drive on the road today this RPM bill effects. So, let's get these letters flying and pass on this information that if you drive or ride anything and want to change so that it goes faster, louder, and stronger in pulling your camper it affects that person too.

Profiling, yes, I'm going to talk about this again!!! Lol, I'm getting you ready to say ok I will send in that letter. This is going to be in my reports for as long as it takes to get this passed. Profiling is starting to get very bad in South Dakota! Yes, here in South Dakota. How many times have you been pulled over on your motorcycle and the officer walked up to you and said they need your registration and licenses because you're getting \$100 fine for not coming to complete stop at stop sign, then he writes you a ticket, and you're on your way? Never for me, it's always been: "Have you had anything to drink? Where are you going?" and anything else that they want to know. This is profiling, believe it or not. The officer thinks you are someone that he/she needs off the street, which is what's on their mind. If they think this before they even know who you are, they are profiling you. I hope this helps you understand what profiling is, way too many people don't know what it means, and yet we all do it every day. Yes, we all do it!!!! Think about it, have you looked at a person and said to yourself that you don't trust him/her? You have just profiled that person.

TENNESSEE  
ED DOMINE  
MRF STATE REP

For those of you who were unable to attend the Meeting of the Minds, you missed a GREAT weekend! The presentations provided a lot of information that can be used back at home. The connections made with members from other areas will be valuable for years to come (I look forward to working with the guys from Kentucky & Alabama). And most importantly, the enthusiasm for our cause is contagious, and I believe everyone left with renewed excitement for moving our agenda forward. I hope you don't miss it next year.



Change creeps up on us all the time. And one of the changes discussed at the Meeting of the Minds is the effectiveness of e-mail in contacting our representatives in Washington. For all the years I've been involved, e-mail, and especially "bulk" e-mail (the pre-written forms that you just put your name on and send in) have been looked at as a waste of time. But as our society moves to a more electronic focus, these have become the preferred method of communication. It makes it easy for the staff to identify what the issue is and what your position is on it, and they can easily count the e-mails "for" and "against" each issue. Given this new insight into the value of this tool, we will be pushing the use of e-mail for all the issues we have on our plate.

It seems strange – we're barely out of summer, but by the time you get this, the holidays will be right around the corner, along with the various toy runs, benefits and holiday parties. Our own New Year's Kick-Off Banquet is usually in January, so plans are starting for that. The changes in the weather cause leaves to fall onto the pavement and before we know it the frost/ice/snow, can all affect the road and how our bikes handle it. Watch yourselves out there. We need you to stay safe & healthy so that we can continue our fight too . . .

# AROUND THE STATES

TEXAS  
SKEE DODSON  
MRF STATE REP



The Texas 85th legislative session ended on May 29th, and the 30-day special session (called for by Governor Abbott) finished a day early—on August 15th. Three filed motorcycle bills (one lane sharing bill & two red light bills) stalled in their respective committee; and a couple of other motorcycle issues, that had support early on (like motorcycle profiling and autocycles) never even got a bill number! It was a tough legislative session for Texas bikers--no doubt! However, we will re-group, dust ourselves off, and get ready to do it again in 2019--our next legislative session! The Governor did sign an anti-texting bill (HB 62) that establishes a statewide ban on texting while driving—and it became effective on September 1st. Texting in Texas is now punishable by a \$99 fine for first-time offenders, and a \$200 fine for repeat offenders! Some other useful laws that took effect in Texas on Sept. 1st include: New school buses must have shoulder to lap seat belts (SB 693); fees to obtain handgun licenses are now the among the lowest in the nation—\$40 (SB 16); and now all knives in Texas are legal to

carry—including switchblades and swords (HB 1935). There are currently no “illegal” knives in Texas; knives with blades over 5½ inches are now considered “location-restricted” knives and are restricted much like handguns (prohibited on certain premises). Overall, the Texas 85th legislative session had 6,631 bills filed (House 4,333; Senate 2,298)—and passed 1,139 (House 654; Senate 485). While this seems to be an overwhelming amount of bills, however, it was the fewest amount filed in over 10 sessions (20 years)!

In my correspondence with other MRF reps, I mentioned that one the ten members chosen for the newly developed Motorcycle Advisory Council (MAC) is from Texas. Her name is Ms. Jane Lundquist, and she is an engineer for the Texas Department of Transportation (TxDOT). Previously, we were skeptical that Ms. Lundquist was not a motorcycle advocate, and that the members of the MAC were stacked against us; however, I am happy to report that Ms. Lundquist rides a Harley, and is a life-long enthusiast! I do believe that if we have any concerns that can be addressed by Ms. Lundquist, regarding the MAC, that we have an invitation to present them! We are pleased by this news—thanks to a good connection and friend!

While on the topic of good news—let me say this: the 33rd Annual Meeting of the Minds in Williamsburg, VA was a blast! The subject material was timely and relevant, and it was awesome to see all of our friends again! Thank you, MRF (and everyone involved), including the Virginia Bikers Association & the Virginia Coalition of Motorcyclists, for putting on a great program! HOW BAD DO WE WANT IT? This question resonated throughout the entire weekend. “We need do-ers” was heard quite often, and I couldn’t agree more. “You are what you do,” “hold your reps accountable,” “we need to step up the game,” “unify our movement,” “continue our progress” and “the MRF is in a good place” was music to my ears. I was surrounded by like-minded freedom fighters that were convinced that taking a punch in the kisser is worth it when asking someone why he or she doesn’t step up for their MC rights! We were unified, and yes, we are strong! Special thanks to all of the speakers, who were well prepared and very convincing; good job! Slider Gilmore gave an eye-opening presentation on the “Golden Hour,” which was great. I learn something every time I see Slider, and this time was no different. Dr. Todd Adkins, from the NRA, was also “getting it done.” And last, but not least, congratulations to everyone who received an award at the MOTM—You guys & gals rock!



And finally, at the time of this writing, we are still waiting for the first legal trials to begin--resulting from the Waco massacre. They were set to begin in early September, but now it looks like they will start in October or November (geesh). Two and a half years ago, 177 people were arrested without any probable cause at the Twin Peaks restaurant in Waco, Texas. They were arrested solely based on their association with a motorcycle club, and were each given a million-dollar bail—just “to send a message”!

Remember Waco—and pray for justice.

WISCONSIN  
JOE STANEK  
MRF STATE REP

You might need a helmet AND a seatbelt while reading this. For a few years now ABATE of Wisconsin has been working with our elected officials in Madison trying to clear up the definition of a motorcycle. While we are taking time off work to make calls, visit the state offices, let them know how important this is to us, the legislators agree that a vehicle with a steering wheel and gas and brake pedals is not a motorcycle, but yet they do nothing about it (with the exception of Representative Jacque).

We presented a common-sense solution to the problem, and they did nothing. We provided information on how our solution would benefit the state budget, and they did nothing. We offered information on how it would help law enforcement, and they did nothing. We showed how our solution would benefit the residents of Wisconsin and they did nothing. We even offered to sit down with all parties that have an interest in this to derive a solution and still... nothing.

And then our legislative director for ABATE received a draft piece of legislation that does the exact opposite of what we are trying to do! So you might ask, Did the bill draft author send it to us for our thoughts? NO! Did the Senate Transportation Committee Chair send it to us for our input? No, but they did send it to Harley-Davidson for their input! Now get this - it was not even sent directly to our director but indirectly by a third party. The people that are most affected, the experts on motorcycle related topics, the people that use their valuable vacation time to travel to Madison to discuss issues like this, the same people who elect the legislators and we did not even get the courtesy of a phone call or email to discuss how we felt about this piece of legislation.

Here is what they proposed;

343.04 (1) (e) Class M. A "Class M" vehicle is any Type 1 motorcycle, except a Type 1 motorcycle that is designed and built to have a steering wheel and foot-operated pedals for controlling acceleration and braking.

SECTION 2. 343.05 (3) (b) of the statutes is amended to read:

343.05 (3) (b) No person may operate a Type 1 motorcycle unless the person possesses a valid operator's license specifically authorizing the operation of Type 1 motorcycles. This paragraph does not apply to the operator of a Type 1 motorcycle that is designed and built to have a steering wheel and foot-operated pedals for controlling acceleration and braking.

All along we have been saying that these things are not motorcycles and yet a legislator decided to make it a motorcycle but the operator does not need a "M" endorsement to operate. If you can drive a vehicle with a regular drivers' license, why would it be considered a motorcycle and not an automobile? How can we look at this any other way than being kicked in a very delicate region? For years our elected officials have told us that they are not going to do anything on this topic unless all parties are included. The last meeting that we had with Polaris concluded with them saying that they are fine with status quo. And now we get this. A common statement from the legislators is that Wisconsin does not want to do anything that is more restrictive than other states. What we are proposing is to take the best parts of other states' bills and create one that will work for Wisconsin. Why is that so difficult to agree with?

We will continue to work with our legislators to discuss how upset we are with this. Any senator that has expressed an interest in helping us has changed their mind a few weeks later. WHY? Are they getting pressure from someone to drop it? I was thinking that it was because they had too much going on with other issues in the state and then I see this. WE HAVE WORK TO DO! 2018 is an election year so let's find out who our friends are before we reach the ballot box. Motorcyclists do vote and many vote to protect their lifestyle first. Know our friends. GET LOUD!

What else is going on? At the end of September, we are supposed to be sitting with General Motors to discuss our Vehicle Data Recorder (VDR) Bill. As of right now, we do not have a confirmed time or location, so I am still not confident that this will happen. This bill is all about protecting one's privacy. Giving a person a voice in who can access their information about travel habits should be a priority, and yet there is not much progress on this. If we don't get this moving soon, we may not be done before the legislature adjourns for the year in March.

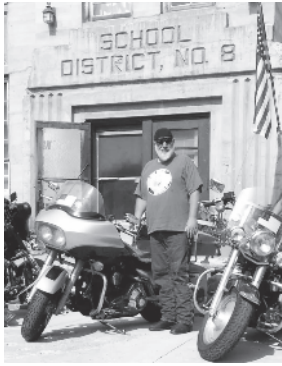
Yes, the legislature is scheduled to adjourn for business this March because it is an election year, so time is running out. We are hopeful that we will make progress on our ROW violation bill shortly, but we must make a big push to make progress on anything else.

Since it will be an election year, our 2018 Lobby Day is set for January 23rd to make a final push for our agenda items. This date is before ABATE of Wisconsin Officers Training, so we will be using our time at the Annual Meeting in October to address where we are and what we need to do yet. I encourage people to make Green Bay to offer input on how we should proceed. This is a fun weekend with a lot of activities planned, and it is an opportunity to recognize those members that have gone above and beyond for us the past year, but on Sunday, we have work to do, and you can be part of it. The Legislative Committee meets right before the Board Meeting every month, and every member is also a committee member. Anyone that is there has just as loud of a voice as everyone else and now is the time that we need to be loud. Join us and see how this committee and the Board work.





# A GREAT RIDE



TODD RIBA  
MRF MEMBER REP

My wife Dawn and I left Minnesota on a rainy Saturday for a little ride to Virginia in mid-September. We had a general route picked out, but we blew it off, and we made it up as we went, and man did we make it up. We knew we had to head south and east and we had to be in Williamsburg Virginia by noon Wednesday for the start of the MRF Board of Directors meeting. The board meeting was followed up by a fantastic Meeting of The Minds (MOTM) conference. There is going to be a lot of coverage in this newsletter about MOTM so I will cut right to the chase. We had a great conference with freedom fighters from 30 different states in attendance. As a MRF Member Rep, MOTM is the best chance I get all year to listen to feedback from MRF members, but it's not the only chance. Plans are underway for Bikers Inside the Beltway (BITB) 2018 Annual Lobby Day in Washington, DC on May 15th. This is another awesome MRF event and it's another terrific opportunity for members to network and socialize. Now is the time to start planning to attend BITB so stay tuned for the rest of the details. Like I said, face to face events are an excellent way for me to listen to the concerns and comments from members but if you can't attend you can always call, text, or email me with comments, questions, or concerns.

Meeting of The Minds 2017 was a successful conference, we bridged some gaps, mended some fences, we strengthened some bonds, and we called a lot of people brother or sister. Rolling out of the parking lot at the end of Meeting of The Minds is always a hard thing to do. I always want to stop and go back to the hotel and say "see ya" one more time, goodbyes are hard but at the same time we have a mission to bring our experience home and the open road is always calling. Dawn and I had to be all business when we left early Sunday morning, we had two days to get home. We had a great ride, we were together, we were riding, our batteries were recharged, and the memories of time spent with some dedicated motorcycle rights freedom fighters were fresh in our minds and heart.

The last thing I want say is thank you to the MRF members for the support and trust. Always remember this quote "guard well your freedom; once gone, it's hell to get back." We need your help to guard that freedom; I hope when a Call-to-Action comes out from our lobbyist, Megan, that all of you all will hear that call and strongly consider acting on her request. A strong response to these Call-to-Action's is a sign of strength and unity of this movement.

Bottom line is we can be the big guard dog on the porch, or we can be a paper tiger, the choice is yours.



Total Vigilance,

Todd

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# The only thing we have to fear is ... fear itself



DOC D'ERRICO  
MRF REPS DIRECTOR

As a student in history, more so than of politics, I often find myself admiring (and despising) people of all political bent. Although by many measures, Franklin Delano Roosevelt was as much a hero to the American People as he was a villain – and occasionally, as is due the position, a scapegoat. He was probably most famous for his first inauguration speech, in which he said in mid-sentence, “the only thing we have to fear is ... fear itself”.

During his unprecedented 4-terms in office (later constitutionally restricted to 2), Franklin Delano Roosevelt had numerous enemies, foreign and domestic, which threatened not only the people of this country but the very underpinnings of democracy. In 1933, when initially elected, the United States faced a crisis as large as the Civil War before it – enemies domestic, referred to then as “the national emergency,” but became more well known as the Great Depression. Later during his presidency, which ended with his death in 1945, Franklin D roused a revitalized, comfortable, and complacent nation to respond resoundingly to enemies foreign, which became better known as World War 2.

The challenges and perseverance with which FDR faced these crises is something to admire. He did, after all, bring the national unemployment rate from 25% down to about 2% during his tenure by creating jobs, many through significant government-controlled enterprises – but they, in turn, created other industries, and thus more jobs.

But by the same token, history is often written by the victors, and we remember the rise from despair based on the end results, not the nearly 10 years of continued depression that intervened. We also remember the victories of WWII, not the internment of Japanese-Americans which were enacted by his pen, nor the despising treatment of our forebears of anyone who even looked Asian during that period. Much of these lessons are coming back to haunt us today, and that's part of why this specific speech is so apropos.

While we could debate this period and the man, there are great legacies and lessons in his writing that demonstrate parallels to the current state of our society, some 80 years hence, but also our movement in Motorcyclists' Rights. Let's endeavor to stray from the former since these pages should be devoted to the latter.

Often misquoted as, “we have nothing to fear, but fear itself,” the specific quote is a sentence fragment from the first inaugural speech by FDR on March 4, 1933 (then the Constitutional Inauguration Date – changed to January 20 later that year under the 20th Amendment). Specifically, the entire sentence proclaimed,

“So, first of all, let me assert my firm belief that the only thing we have to fear is...fear itself — nameless, unreasoning, unjustified terror which paralyzes needed efforts to convert retreat into advance.”

This “paralysis” of effort and action is exactly like one we are facing today in our movement. Yet, a crisis indeed born of significant success!

Many of our brothers and sisters with whom we've taken up arms have been swayed by the lure of short-term objects shinier than the long-term prize of FREEDOM. They no longer feel threatened, although those threats – those enemies, foreign and domestic – who still challenge us every day. We did not win the war; we just won the critical battles – in critical battlegrounds. But there were no permanent surrenders to prevent insurgent uprisings later.

The crisis we face today is that the victories were won in rather resounding fashion – enough so to take the steam and momentum out from the engine.

Also from FDR's speech, but re-assembled to make the comparison:

“More important, a host of unemployed citizens face the grim problem of existence, and an equally great number toil with little return. Only a foolish optimist can deny the dark realities of the moment.”

Our brothers and sisters today focus on the charity-of-the-week. They focus on events and activities, many of which are the marketing efforts of bigger business (or business wannabees) who prey on the good will of riders from the decades who've donated time, energy, and money to the great benefit of well-deserving organizations.

They also focus on veterans causes – some well-founded and meaning, such as those smaller groups who strive to make life better for returning veterans with disabilities. But some that only seem to line the pockets of their 7-digit salaried executives.

Our brothers and sisters focus their time and energies there, while many of us have redoubled our efforts.

“Yet our distress comes from no failure of substance. We are stricken by no plague of locusts. Compared with the perils which our forefathers conquered because they believed and were not afraid, we have still much to be thankful for. Nature still offers her bounty

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and human efforts have multiplied it. Plenty is at our doorstep, but a generous use of it languishes in the very sight of the supply.”

Yes, things are quite good. In 31 of our 50 States, people have the right to choose every item of clothing they wear from head to toe. While outside our country, and in the other 19 States, we still don't, and in at least 1 State, legislators are beginning to debate whether or not specific “safety vests” should be worn on their highways.

Such feints and deflections move our sails to tailwinds leaving the critical tacks lost to the competition. Challenges on our very hard-fought FREEDOMS do exist, have continued to exist, but like the two recent hurricanes, Harvey & Irma, are beginning to build-up momentum before they make landfall. It won't be long before,

“Primarily this is because the rulers of the exchange of mankind's goods have failed, through their own stubbornness and their own incompetence, have admitted their failure, and abdicated. Practices of the unscrupulous money changers stand indicted in the court of public opinion, rejected by the hearts and minds of men.”

Although FDR was referring to the banking executives who caused the financial crisis, we have but to look at the EPA, the CDC, and the myriad of other Government Agencies and Legislators who continue to create those obstacles we strive to overcome. FDR could have easily foreshadowed the similar financial crisis of 2008, and if we don't learn from the same lesson if we ignore the fact that “Those who cannot remember the past are condemned to repeat it.” (sorry, that's Poet and Philosopher George Santayana, not FDR), we will find ourselves doomed to the same failures which created this very movement in the first place.

But back to FDR, his speech continued, “In every dark hour of our national life a leadership of frankness and of vigor has met with that understanding and support of the people themselves which is essential to victory.”

He recognized unconditionally that he needed the support of its constituency to be successful, for the only way to enact change, was by swift, critical actions, which could only be accomplished by swaying the leadership of the Legislature. It's no small coincidence that we need YOU, our leaders, to do very much the same. But at the same time, we need those who've strayed to other priorities and the lure of great promise to return to the fight with great vigor.

During the earliest days of his office, FDR took great and swift action. The scariest of which, and possibly the muse for his greatest quote upon which this article is titled, was a 4-day banking holiday, that in the deepest depths of the Great Depression, allowed a special session of Congress to hammer out the Emergency Banking Act, which provided a means for the banks to reopen. This was an extremely bold move since the runs on the banks 4 years prior were part of what created the dive into despair for most of the smaller and mid-size financial institutions. So bold, that in fact, his same speech threatened that if Congress did not act, he would:

“These measures, or such other measures as the Congress may build out of its experience and wisdom, I shall seek, within my constitutional authority, to bring to speedy adoption. But in the event that the Congress shall fail to take one of these two courses, and in the event that the national emergency is still critical, I shall not evade the clear course of duty that will then confront me. I shall ask the Congress for the one remaining instrument to meet the crisis — broad Executive power to wage a war against the emergency, as great as the power that would be given to me if we were in fact invaded by a foreign foe.”

That does not mean, by the way, that we should advocate for a “Legislative Holiday,” or a Motorcyclists' Rights Holiday, but rather a reset and re-check of our priorities as riders. A reset of the vigilance and an opportunity to re-learn where we really are in this continuous journey of our shared mission. To gather and re-strengthen our numbers, to challenge those who, through their own inaction, threaten our very strength.

Since I've strayed from FDR once already, let me add another... Renowned Physicist Stephen Hawking once said, “We spend a great deal of time studying history, which, let's face it, is mostly the history of stupidity.” But is the lesson here then, “stupid”? Or is he saying that it's the stupidity that creates the crises of the future?

I feel saddened by those who claim they haven't the financial means to support our respective organizations. Yet I feel annoyance and resentment, and prefer acrimony to comfort when I see these very same people attending these aforestated events — many of them some distance away from home.

Let me attempt to understand the reasoning - you can afford a \$50 in gas, \$50 for food, perhaps \$100 for a hotel, and a \$15-\$40 entry fee for a day, but you can't afford the \$30 MRF Annual Membership fee? Really? Dare you even realize that without our MRF, and without your SSMROs, there would not be any of these events to attend?

But by the same stroke of the pen (or strike of the keyboard), I can but hope that we can deliver these lessons in history and turn the tide before it churns itself to a tsunami.

In another famous essay, Novelist Aldous Huxley wrote, “That men do not learn very much from the lessons of history is the most important of all the lessons of history.” In other words, while History is a wonderful teacher, it's students are poor learners. Perhaps those students were the CliffsNotes readers, but it's up to us to capture those lessons and remind those who would ignore them.

Lastly, in his closing words, FDR said, “We face the arduous days that lie before us in the warm courage of the national unity; with the clear consciousness of seeking old and precious moral values; with the clean satisfaction that comes from the stern performance of duty by old and young alike. We aim at the assurance of a rounded and permanent national life.”

It must be through our actions, not ours alone, that we each become in our own way, the evangelists and instruments of change. That we use our strengths to guide those who need guidance, to remind them of the challenges of the past, demonstrate the current descent to reversion, strengthen the pillars that have been cast for us, and repave the bridge to FREEDOM.





## WORKING TOGETHER

There has been considerable talk about "working with others." While we understand that often times more can be accomplished by unifying to work together, we also realize that human nature is such that pretty much everybody has their own agenda and sometimes ours won't align with that of others.

Trust is something that bikers do not take lightly. Honor, respect, trust... these are all things that are earned. Please be assured that we are not going to rush into a relationship with some unknown and "give away the store" or share every detail. Neither would we expect others with any intelligence to act any differently.

We want to establish honest and (mostly) open communication with individuals and groups that have a mission (perhaps not their entire mission, but at least components of a mission) that are similar to ours. I am certain that there will be some gems that each of the groups will keep in confidence. I am equally confident that there are issues on which we can agree and will be fully open and candid in sharing and combining resources to meet our "common" goals.

Prior to the National Association of State Motorcycle Safety Administrators' (SMSA) National Training Summit, the SMSA and the Motorcycle Riders Foundation (MRF) invited several organizations and agencies to discuss the possibility of creating some forum that could improve communication and maximize efficiency and effectiveness in representing the safety interests of the motorcycling community. The initial meeting went well, and the discussions will continue.

The Feds, nor the anti-establishment folks, need not be too concerned as we all know what our roles are. However, it is encouraging that we can establish a dialogue to determine some mutual goals, wherein all motorcyclists may benefit from our collaborative efforts.

Ride Safe,  
Ride Free,  
Jay Jackson

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## ***MRF MEMBER REPRESENTATIVE CANDIDACY NOTICE***

My name is Todd Riba, and I am at the end of my two-year term as MRF Member Rep to the Board of Directors, and I am officially announcing that I am throwing my hat into the ring for another term. The last two years have been enjoyable and challenging. It has been an honor to represent the individual members of the Motorcycle Riders Foundation. I have been involved in motorcycle rights since 1993, and I have served in multiple positions such as; Chapter Rep, Chapter Sergeant at Arms, Chapter President, A.B.A.T.E. of MN Legislative Director, MN MRF Rep, MRF Reps Rep to the Board, and MRF Reps Program Director. I firmly believe that my experience and passion gives me a solid foundation for serving the MRF Members. I hope you will entrust me with another two-year term.

Respectfully submitted,

Todd Riba  
 MRF Member Rep

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## Ballot for Member Representative to the Motorcycle Riders Foundation Board of Directors

○ Todd Riba

All Ballots must be returned to the MRF office postmarked by **December 15, 2017**.

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Arlington, VA 22202

Candidate will be seated at the MRF Winter Board Meeting.  
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**Send all submissions for  
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### DEADLINE

The 1st of every  
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or

**Phone:** 202-546-0983  
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**Website:** www.mrf.org

### Mission Statement

To continue developing an aggressive, independent national advocacy for the advancement of motorcycling and its associated lifestyle, which is financially stable and exceeds the needs of motorcycling enthusiasts.

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