

# THE MRF REPORTS

A BI-MONTHLY INFORMATION BULLETIN FROM THE MOTORCYCLE RIDERS FOUNDATION  
MOTORCYCLE RIDERS FOUNDATION, INC., 1125 G Street NW Suite 500, Washington, DC 20005



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Vol. 22, No.1 January/February 2017

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## The Concern on My Face



*Kirk "Hardtail" Willard  
MRF President*

In the past couple of years I have personally spent a good deal of time attempting to educate motorcyclists on the subject of anti-profiling and why it is so important we continue to bring awareness and concern to the thought of a motorcyclist being profiled simply because of his or her mode of transportation, style of dress, and lifestyle.

Case in point, on one of my recent trips to Europe this November I spent a week in a country that I thought was a typical fairly open minded European country, that is until I saw the headlines on the news reports and on the front page of all the papers I could find. The Government and Law Enforcement community had decided to unilaterally ban an entire motorcycle club from existence. Not just some of the members for just cause but the entire club and anything to do with it effective immediately. Seems a few of the bikers interviewed were in shock that this had so quickly happened and without much warning or even a day in court. It wasn't clear how they were going to wipe them out but it certainly was going to include a heavy dose of profiling.

Following my usual modus operandi I sought out some English speaking motorcycling folks interestingly from a local small motorcycle club having a meeting in a pub and restaurant from that country and asked them what they thought about it. As expected I got a range of emotion from outrage to concern to ambivalence to good riddance. The outrage and concern came from the members of the small riding club as they saw the relevancy of the action to them, ambivalence in that it doesn't affect me from casual riders tagging

along for the after meeting ride, to good riddance from the general public listening in on the discussion.

Our conversation then centered on, well if they can do it to them what prevents them from doing it to other motorcyclists, and why that shouldn't concern us? If this particular group is allowed to be banned from existence who next I queried? I am sure in all facets of motorcycling if we allow ourselves to be categorized someone can find reason we should be banned as well. One of the descriptions of us that makes my face begin to heat up, especially when used in Europe as it has serious connotations, is the word hooligan. Yep, it didn't take long for the word hooligan to come up and that hooliganism on motorcycles should be banned. I asked this particular gentleman to describe hooligan behavior on a motorcycle. I assure none of us would have escaped his definition.

You see by example if we allow part of our community to be partitioned off then our community becomes smaller and the outer edges continue to be plucked away until eventually it reaches the center and throughout this process we risk losing the freedom as individuals we so depend on.

So when it comes to the profiling of motorcyclists you should be able to see the concern on my face.



## The World According to George Jetson



*Megan Ekstrom  
Vice-President of  
Governmental Affairs &  
Public Relations*

As a kid growing up in Arizona, my Saturday morning ritual was eating cereal while watching cartoons. Not only was it the one time a week

my mom let me eat in front of the television, but it was also a time to 'check in' with my favorite characters, the Jetson Family; George, Jane, Judy, Elroy and of course Rosie the house cleaning robot and Astro the dog.

Even from the perspective of a kid, the technologies enjoyed by the Jetsons were unfathomable at the time. There were video phones, a robot that cleaned the house, a watch you could make calls from! At the time, the predictions of this candy-colored television program seemed light-years away. In

reality, all it took was about sixty years. Now we have Facetime on our iPhones, Roomba robot vacuums that help keep our floors tidy and smart watches where, for a steep price, we can call, text, schedule appointments through virtual assistants and have two-sided conversations with Siri. It's funny though, for all the futuristic technologies that the Jetsons showcased, even back then, George's main mode of transportation had to be manually driven. It seems like even the executives at Hanna-Barbera failed to prophesize that self-driving automobiles would be a 'thing.' But a 'thing' they are becoming....

Over the last several months, we've seen more and more companies announce plans to pursue the creation and manufacture of self-driving cars. Tesla has already been successful, announcing their intention to have an autonomous vehicle ready by 2018 for consumer purchase. Google's prototype currently has a fleet of 58 self-driving vehicles being tested on public streets in California, Washington, Texas and Arizona.

*continued page 4*

## A November to Remember



*Jay Jackson  
MRF Vice President*

This was indeed a historic election cycle. I certainly don't remember anything quite like it, and have heard the same from politicians older than me. Whether the results pleased or disappointed, I suspect that everyone is happy that "the circus" is over.

Our system of government may be far from perfect, but it is definitely the best one out there and I wouldn't trade it for any of the others. Those of us involved in the process understand it, even if we don't fully agree with it.

Legislators must be elected to be able to represent the people. Campaigning is part of the "business" of politics. The costs however, associated with some of these races has become almost obscene. More than 50 million dollars was spent on a U.S. Senate seat in Indiana.

I point these things out for several reasons, but most importantly is that getting into office is not an easy, or inexpensive, venture. If there is a candidate that you believe

in, you need to commit to working for them and support them financially and otherwise.

Now that the election is over, whether your candidate won or lost, it's time for us to pull together as a country. Be they all-stars or third stringers, we need to take the players we have, work hard as a team and go out and play the best game of our life. This is the philosophy behind most locker room pep talks and they've even made movies based on it. In the end, the score doesn't always come out the way you expect. That's why they play the game.

I do want to congratulate Indiana Governor Mike Pence, who did an incredible job in the national spotlight since July. We look forward to working with him in his new role as Vice President of the United States.

ABATE of Indiana has been fortunate to host a "Ride With the Governor" in each of the four years of the Pence administration (including this year while he was a VP nominee which required coordination with the U.S. Secret Service). Who knows, maybe the MRF will be hosting a "Ride With the Vice President".

Ride Safe,  
Ride Free,  
Jay Jackson

## ...According to George Jetson continued

GM, Daimler, Volvo, Ford, Jaguar, Land Rover, Audi and BMW have also announced plans to pursue the technology. Even Uber, the car service that lets you request a ride from point A to point B through your smartphone, has announced plans to take driverless cars to the streets, literally. In August, Uber announced they would soon start deploying driverless cars (with safety drivers in the front seat ready to take the wheel) to transport actual Uber passengers around the streets of Pittsburgh. Ultimately, the goal for Uber is eliminating drivers all together.

Of course, along with most new technologies, the government will have to play catch-up to this evolving area as it relates to rules and regulations.

### The Fed's Role

The need for possible government intervention was made apparent when in June, a Tesla Model S on auto-pilot caused a fatal crash in Florida. Though the National Highway Traffic Safety Administration (NHTSA) opened an investigation on the incident, NHTSA Administrator Mark Rosekind indicated that the recent controversy around the crash would not deter the agency from embracing self-driving cars as part of the future of safety on the nation's roads.

However, the question remains as to what criteria must be established to ensure that driverless cars are safe for consumers. The Department of Transportation (DoT) Secretary Anthony Foxx has stated that this will come in the form of federal government guidelines for self-driving vehicles. This guidance was published in September and is now undergoing a review process inviting public comment through the federal rulemaking process, national meetings, congressional hearings and various advisory committees and task forces. The MRF has been involved of all of these efforts filing speaking at hearings, filing detailed comments and engaging with our congressional champions to ensure the voice of the biker rises above the many, many stakeholders in this arena.

Generally, the published guidance was accepted a positive first step, but very quickly opposing sides materialized with differing views on non-mandatory guidelines versus regulations, the scope of the federal government and effect on preemption for those states that have already begun to address the vehicles in state law, and general concerns over how to ensure safety within a technology that is so rapidly evolving.

### Potential to Help or Hurt Bikers?

From the perspective of the motorcyclist, there is the hope that a rise in driverless cars could eliminate many of those crashes caused by human error in car versus motorcycle accidents. For any uptick in motorcycle accident rates, blame has been placed on the drivers of cars and trucks for either not being aware of their surroundings or driving while texting or under the

influence of other distractions.

Though there is controversy over the blame, a recent Florida Department of Transportation study found that bikers just may be right; after analyzing ten years of data, a researcher found that 60% of the time, drivers of cars and trucks were at fault in accidents between automobiles and motorcycles, often failing to yield the right of way to motorcyclists. Studies like the one done in Florida can help support the notion that motorcyclists may be safer in a world of driverless cars.

Others however, have expressed concerns over whether motorcyclists on the road can be accounted for by the autonomous technology, given their smaller dimensions. At a recent DoT symposium, staff from the Motorcycle Riders Foundation raised the question to the agency. The spokesperson indicated that motorcycles would absolutely need to be accounted for when developing requirements for self-driving vehicles, given their smaller size on the road. Members of the Motorcycle Riders Foundation have identified this as a critical area to provide a voice. We'll be working with officials in Washington to ensure that motorcyclists are a heavy consideration as regulations start to emerge. Though the potential increase of driverless automobiles has far-reaching and significant potential to improve road safety, the devil is 'in the details' and the safety of bikers will depend largely on the specifics of how state or federal regulations are implemented and to what extent, smaller vehicles like motorcycles are taken into consideration.

Still, other motorcyclists fear a far-worst case scenario: if driverless cars prove successful on the road and significantly lower accident rates, is there a possibility where ALL vehicles on the road are required to have this technology? And if so, would this result in opening up a world of self-driving motorcycles? That would certainly take the wind out of our sails!

Though from my perspective this is far from likely, these are examples of the many questions being raised when it comes to the future of self-driving vehicles. Answers to these questions will largely be dependent on time and the success or failure of this new technology. No doubt there will be missteps along the way, but hopefully, we can strike an amicable balance between driverless cars and bikers and there will be no need to repeat George Jetson's famous catchphrase spoken at the end of the credits, "Jane! Stop this crazy thing!"

Megan Ekstrom  
Vice-President, Government Affairs & Public Relations  
Motorcycle Riders Foundation

*\*originally published in the November issue of Motorcycle Consumer News, updated version with edits.*

## A Dog in the Fight Over Fuel



*Megan Ekstrom  
Vice-President of  
Governmental Affairs &  
Public Relations*

Truth be told, before I became involved with motorcycles and biker rights' I didn't pay much attention as to what type of gasoline I put into my car. Embarrassingly, I very much played into a stereotype, often asking my husband what he thought about what level of octane I should use. He tried explaining it to me once; a lot of unfamiliar words and something about uncontrolled combustion and cylinders. Basically, I just did what I was told. Then I started working with the Motorcycle Riders Foundation and quickly discovered there was an entirely different argument going on amongst bikers and the level of ethanol in the gasoline they used to fuel their motorcycles. That's when I really started paying attention and realized there is an incredibly controversial debate raging in Washington, D.C. over the issue of ethanol and just how much goes into our nation's fuel supply. And it effects far more people than motorcyclists. Turns out, this debate brings in people from all walks of life; environmentalists, big oil and gas, anti-hunger activists, marine enthusiasts, chain restaurant owners, snowmobilers, corn and dairy farmers, gas station retailers and of course, bikers. And that list barely scratches the surface of the stakeholders that want a say in the ethanol debate! But before we get into the players, it's best to start with a background on the issue and where things currently stand.

In 2005, Congress adopted the Renewable Fuel Standard (RFS) and expanded it in 2007. The program required oil companies to blend increasing volumes of renewable fuels like ethanol with gasoline and diesel, culminating with 36 billion gallons in 2022. The premise behind the law signed by President Bush was to move the U.S. towards greater energy independence and increase the production of clean renewable fuels like ethanol; not to mention Americans would enjoy a lower price tag at the pump.

We saw states quickly follow the federal government's lead. They started mandating the use of 10% ethanol, known as E10 gasoline. Along with this flurry of activity in pushing ethanol into the nation's fuel supply, simultaneously we started hearing con-

cerns about engine problems related to drivability, performance and damage to parts. This was further complicated when E15, gasoline blended with 15% ethanol, was approved for use by the EPA in 2012. The EPA issued a limited list of vehicles where E15 was approved. This included newer cars made after model year 2001 including light-duty trucks, medium-duty passenger vehicles (SUVs), and all flex-fuel vehicles. For those that did not fit the EPA's approval list and saw increasing amounts of ethanol flooding the market, concern began to peak. The list of those concerned included drivers of older and antique cars, snowmobilers, motorcyclists, boaters and many others that used certain types of gas-powered equipment. Among the concerns they cited were clogged in-tank pumps and filters as well as damage to fuel lines, injectors, seals, gaskets, and valve seats as well as carburetors on older engines due to use of E15. The list of concerns was absolutely valid. So much so that the EPA actually banned the use of E15 and higher blends of ethanol in small motor engines effectively making its use illegal in a number of instances. In turn, many of the manufacturers of smaller engine vehicles and equipment started including statements that warranties would be voided if E15 was used.

These kinds of activities have drawn a line in the sand in between ethanol producers and processors and manufacturers and users of small engines where the use of E15 has not been approved. We've found ourselves in a real predicament in the reality that according to the law, higher blends of ethanol must be incorporated into the nation's fuel supply, but in some cases, the use of these mandated blends is illegal. Enter Washington, DC policymakers!

There is no shortage of legislative proposals addressing ethanol blends in the nation's capital. So far, in the current Congress alone, there have been 16 different measures that would address the use of ethanol blends in fuel. Some perpetuate the use while others try to turn over the law or at least slow down implementation. A field heading on the issue was recently held in Kansas City, MO where hours upon hours of testimony was delivered from various stakeholders. Unfortunately for the EPA, neither of the sides seemed happy with the current situation. Pro-biofuel

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### Advertising in the MRF Reports

The MRF Reports reaches approximately 5000 motorcyclists six times a year. Even more visit our web site ([www.mrf.org](http://www.mrf.org)) every month and this is a prime location to get the word out about your product or service to motorcyclists.

Contact Dawn Riba for more information.  
[dawn@mrf.org](mailto:dawn@mrf.org)

### Contact Your Congressmen and Senators

#### U.S. Senate:

You may phone the U.S. Capitol Switchboard at (202) 224-3121. A switchboard operator will connect you directly with the Senate office you request.

#### U.S. House:

You may phone the U.S. Capitol Switchboard at (202) 225-3121. A switchboard operator will connect you directly with the House Representative office you request.

Information about your Federal, State and Local Senate and Representatives is also available from a link at the top of the MRF web site's home page ([www.mrf.org](http://www.mrf.org)). You will need your Zip+4 number when running this search.

## A Dog in the Fight Over Fuel *continued*

individuals which support higher blends of ethanol in fuel spoke passionately citing frustration that a recent EPA proposed rule published in May of this year would increase renewable fuel volume obligations, but not at levels they deem "high enough" to meet the standards set forth by Congress some years ago.

On the other side of the spectrum, oil producers and others expressed concerns over higher ethanol blends citing negative effects on the environment, food supply, costs to taxpayers and depleted resources. The organization I work for, The Motorcycle Riders Foundation (MRF), also testified at the hearing. And though we represent bikers from all over the country (including those whose livelihoods depends on ethanol) we have tried to maintain a position that seeks to strike a balance between the various opposing federal bills.

Instead of a flat out repeal of existing law or perpetuating a situation that puts the integrity of our motorcycles in jeopardy, the MRF believes that until higher blends of ethanol can be approved for use by both the EPA and motorcycle manufacturers, the federal government must guarantee the availability of fuel blends containing no more than 10 percent ethanol by volume at fuel stations all over the U.S. In addition, the federal government must work with all stakeholder groups, including motorcyclists, to develop a comprehensive consumer-focused set of resources warning about the dangers and legality of using E15 through improving signage and labelling at gas stations and conducting official outreach to small-engine consumers like bikers.

It's not clear at this juncture what the future of ethanol in this country will be. However, given the controversy and divisiveness of the issue, it's not likely that a solution that will be realized this year. As an effect, both ethanol proponents and critics are looking at the issue through the lens of what could happen to ethanol in the incoming Trump Administration.

President-Elect Donald Trump has made comments both in support of increased ethanol saying that ethanol is, "the key to complete American energy independence," but also of caution over government meddling via required mandates. It's unclear just how active the Administration will be in this area and to what extent they are willing to consider reforms.

With higher ethanol blends like E15 expected to increase and spread into new markets, the rhetoric on the ethanol debate will only increase. Bikers can and should have a seat at the table as this issue moves forward. Because whatever your stance on ethanol, the motorcyclists I know will make damn sure that the government doesn't compromise the integrity of their bikes.

Megan Ekstrom  
Vice-President, Government Affairs & Public Relations  
Motorcycle Riders Foundation

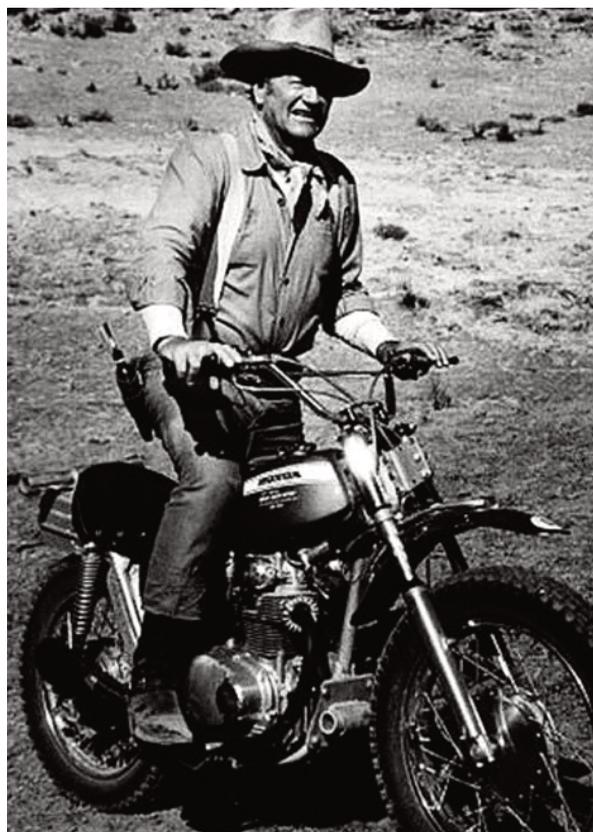
*\*This article originally appeared in the December issue of Motorcycle Consumer News and is shown here with edits.*

## Around the States

### Illinois



Members of ABATE of Illinois presented Congressman Peter Roskam (R, IL-6) with the 2016 MRF Champion of Motorcyclists Rights & Safety award at a fundraiser on October 21, 2016. Pictured left to right: John Bloch, Phil Chopp, Peter Roskam, Rick Olson and Diana Rebechini.





Motorcycle Riders Foundation

# Bikers Inside the Beltway

9th Annual Michael "Boz" Kerr Memorial



Washington, DC

Tuesday  
May 23, 2017

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 9th 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 22nd at 7:00 pm  
MRF Office, 2221 S. Clark Street, Arlington, VA 22202  
(one block from the host hotel)

**Lobby Day** Tuesday, May 23rd (KSU: to be determined)  
Group ride into DC and to the motorcycle parking area

**Hotel Information** Holiday Inn National Airport/Crystal City  
2650 Jefferson Davis Hwy, Arlington, VA 22202 (703) 684-7200 / Free Airport Shuttle

## MRF's 2017 Legislative Agenda

At the 2016 Motorcycle Riders Foundation's (MRF) 32nd Annual Meeting of the Minds Conference held in Oklahoma City, OK, a Legislative Strategy Session was hosted by the MRF's Legislative Committee. The MRF's Federal Legislative Agenda for the 2016 Meeting of the Minds to the 2017 Meeting of the Minds annual cycle is as follows:

- 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 related to helmets
  - 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 motorcyclists, motorcycling, and motorcyclists
  - Continuation of ban on federal funding for Motorcycle Only Checkpoints
- SAE Motorcycle Roadside Sound Testing will be addressed by individual states
- Continue monitoring any federal studies concerning motorcycles:
  - the Federal Crash Causation Study
  - MSF Naturalistic Study
- Strongly oppose any federal standard proposing stamping and certifying of motorcycle exhaust systems
- Work to discourage ALL forms of distracted driving
- Advocate at the federal level concerning the federal definition of a motorcycle ensuring that crash and fatality statistics are separated from other classes of vehicles including autocycles, non-motorcycle powered vehicles such as mopeds, scooters, and various cabin-based steering wheel type vehicles
- Oppose any motorcycling, motorcycle, or motorcyclist-based discriminatory legislation or rules proposed by the U.S. Congress or by any federal agency
- Seek a legislative vehicle to include motorcyclist anti-profiling language in the 115th Congress
- Continue participation in motorcycle related activity in the European Union, United Nations, and Canada
- Fiercely oppose any mandatory helmet, apparel or conspicuity standards
- Advocate for changes to the Renewable Fuel Standard including the following actions:
  - Additional research and independent studies concerning the effects of higher blends of ethanol on motorcycles
  - Guarantee the indefinite and universal availability of approved fuel blends, containing no more than 10 percent ethanol by volume
  - Make additional changes to EPA's Misfueling Mitigation Plan (MMP) ensuring that motorcyclists are educated and protected from using federally prohibited fuel in their small engine products such as motorcycles including improving existing at-pump signage and labeling
- Ensure the inclusion of motorcycles and biker perspective in discussions regarding Intelligent Transportation System (ITS) and emerging technologies
- Advocate and monitor for motorcyclists concerning laws and regulations related to Autonomous Vehicles, specifically;
  - Required testing for motorcycle recognition and responsiveness
  - Electronic and cyber security systems of self-driving vehicles to maintain strong standards to ensure the safety of motorcycle users
  - Establish clear liability in crashes between autonomous and non-autonomous vehicles
- Pursue safer roadway design strategies at the federal level
- Continue to promote our theme of crash avoidance versus safer crashing urging NHTSA to focus on crash prevention and rider education
- Pursue limiting funding in a relevant legislative vehicle for the Center for Disease Control (CDC) and their increasing involvement in motorcycling safety issues

## MRF's 2017 Legislative Agenda continued

- Monitor private organizations that oppose the legislative agenda or mission of the MRF and
- investigate their funding sources to make certain they are not receiving federal tax dollars
- Monitor public organizations for funding sources when in opposition to our legislative agenda or mission, respond appropriately if they receive federal tax dollars
- Closely monitor the federally mandated Affordable Care Act (ACA) for potential
- motorcyclist and motorcycling discrimination as well as attempts to repeal and replace provisions of the ACA for potential motorcyclist and motorcycling discrimination
- Fully engage the EPA on upcoming activity on motorcycle emission regulations and motorcycle drive train mandates
- Support the Black Box Protection Act to regulate black boxes in motorcycles, seek to clarify the rights of the vehicle owner to ownership of the recorded data
- 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 harms 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

In addition to the Federal Legislative Agenda issues, the MRF has partnered with the Sustaining State Motorcyclists Rights Organization (SSMRO) members to act as support and a resource on the following state specific issues:

- Oppose any mandatory helmet, apparel or conspicuity standards
- Engage with multiple partners to draft federal anti-profiling language specific to motorcyclists and work to include it in the upcoming state legislative sessions
- Work with SSMRO members to shape autocycle legislation at the state-level as it relates to the definition of motorcycle and/or fatality and crash statistics
- Help to inform our partners and allies the MRF position on autonomous vehicles to ensure consistency in state laws and regulations in the safety of this emerging class of vehicles

# 28<sup>th</sup> Annual Heartland STEAM

*A Seminar to Educate and Motivate*

**April 7<sup>th</sup>-8<sup>th</sup>, 2017**

**Howard Johnson – Sioux City, IA**

707 4th St.  
Sioux City, IA 51101  
#712-277-4101

Ask for the Heartland STEAM  
block of rooms -\$80 per night  
Some smoking rooms available

Join members of motorcycle rights groups from Iowa, South Dakota, North Dakota, Wisconsin, Illinois, Nebraska, and Minnesota as we discuss information and training to assist motorcyclists in defending, building and strengthening their organizations.

Heartland STEAM is a Fundraiser for the Motorcycle Riders Foundation.



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Mail in Registration with check or money order payable to - **ABATE of Iowa.**

\_\_\_\_\_ \$50.00 before March 1<sup>st</sup>, 2016 \_\_\_\_\_ \$60.00 fee after March 1<sup>st</sup>, 2016

## Motorcyclists United



*Russell Radke  
Sustaining  
Motorcycle Club Representative*

Couple of weeks ago, I traveled to So Cal to attend a regional meeting for NCOM. The trip was nice, weather was good, and the attendance at the meeting was good sized. The meetings were up to par and as usual there were attendees from all organizations.

The general session with all the board members was passionate and full of information. What really impressed me was I heard nothing but good comments for the combined effort of the NCOM and MFR leadership and supporters on working together. For many years there has been a strong sense of opposition towards each other. But there was not one negative thing said; in fact I was really pleased at the "We Can and Will" get this done work-

ing together attitude from everybody. With issues regarding our civil rights being so badly abused, not to mention the regulations on our choice of transportation and lifestyle, I think we all feel it's time to more vigorously communicate and support our efforts to work together. Now with that being said, for those who have not attended a NCOM convention in a while, I would ask that you strongly consider making the trip to Reno this next year for the convention. Leave any attitudes at home. These conventions are always informative and there is no better way to build a bridge then to show up and put your tools on. In closing I will add that the NCOM board has been nothing but pleasant with me in these efforts, and I believe it is our turn to show the same respect!

Nothing But Love and Respect,  
Russell Radke  
MRF Club Rep

## New York Police Detain 169 Motorcyclists on Long Island

*Reprinted from <http://www.motorcycleprofilingproject.com>*

The battle over motorcycle-only checkpoints is not over. Although Congress banned federal funding for motorcycle-only checkpoints in the 2015 Fast Act, these discriminatory stops continue in some states without federal assistance. On November 6, 2016 Suffolk County Police Highway Patrol Bureau officers, New York State Police troopers and MTA Police officers conducted motorcycle safety checkpoints on eastbound Sunrise Highway at exit 55 and eastbound Long Island Expressway. 169 motorcycles were stopped and 54 citations were issued. Checkpoints are a form of motorcycle profiling that impact all motorcyclists. Those cited were independents, not club members.

Cloaked under the justification of safety, motorcycle-only checkpoints unfairly target motorcyclists and motorcycles as a form of transportation. According to the AMA, "Motorcycle-only checkpoints are discriminatory, forcing riders and their passengers to do something not asked of other citizens, simply because we choose to travel on two wheels, or three, instead of four. The AMA believes the money used for these operations could be better spent supporting programs that conduct rider education, reduce distracted driving and encourage motorist awareness of motorcycles."

What's the solution? Motorcyclists in New York State should unify and push for a state prohibition against motorcycle profiling which would include discriminatory motorcycle-only checkpoints.

### Suffolk Police News Release

For Immediate Release  
November 6, 2016

Incident: Fifty-Four Summonses Issued at Motorcycle Safety Checkpoints

Location: Eastbound Sunrise Highway and Eastbound Long Island Expressway

Date/Time: Sunday, November 6, 2016 from 11 a.m. to 2 p.m.

Suffolk County Police Highway Patrol Bureau officers, New York State Police troopers and MTA Police officers conducted motorcycle safety checkpoints today on eastbound Sunrise Highway at exit 55 and eastbound Long Island Expressway between exits 65 and 66.

Officers stopped 169 motorcycles between 11 a.m. and 2 p.m. as they passed through the checkpoints and a total of 54 summonses were issued for the following violations:

14	Unlicensed Operator
2	Suspended License
10	Un-inspected Motorcycle
3	Unregistered Motorcycle
2	Uninsured Motorcycle
10	Helmet Not Approved by New York State Department of Transportation
6	Modified/Loud Exhaust System
1	Other Equipment Violations
6	Failure to Comply with Lawful Order

A criminal charge is an accusation. A defendant is presumed innocent until and unless proven guilty.

Authority: Timothy D. Sini, Police Commissioner

16-351243 Suffolk County Police Department VC/1835

# Motorcycle Riders Foundation Elections



*Glenyce Jackson  
Election Committee Chair*

New beginnings start now for a successful New Year. Many of us think back about the great rides we had last year and maybe some fun rides that weren't so great too. We laugh over getting caught in that rain storm we thought we were ahead of. We remember that

fellow who stopped to help when the tire went flat. We think about all the things we got done and maybe lament over those couple things that still remain on the "To Do" list. Most importantly many of us plan what we will do in the New Year. The Presidential election is finally over for four years. Phew!

There are a multitude of possibilities for 2017. We probably use some method to set priorities. Maybe as simple as "Have to" and "Want to" to get started. The opportunities for new things can be mind blowing. Is this the year for that touring bike that will take you cross country in comfort and style? Is this the year to go deep-sea fishing in the Carribean? Is this the year for Rolling Thunder? Is this the year for Bikers in the Beltway? How long have you waited to go to Sturgis? When is that Family Reunion? Your daughter is getting married when?? Maybe this is the year you can finally retire from the work force and start having FUN! Oh, yeah, Daytona Bike Week.... Meeting of the Minds is where?

There are many activities to choose from and hopefully, you have set aside some times for leadership roles in your state's motorcycle rights organizations and the Motorcycle Riders Foundation. If you think it's all the same old thing, maybe now is the perfect time for YOU to shake it up and do something NEW and BETTER!! Yes, YOU.

Things are a-changin', Babe. Have you checked out the NEW MRF web site? Have you used the new links that make it easy as fallin' off a log to send messages to your Legislators in Washington, D.C.? A guy doesn't even hardly need to think any more--- just point and click. Whoo hoo! Spread the word. Help your buddies send messages to their Senators and Representatives by sharing the link. When we work together we can move mountains and pass bills and keep biker unfriendly stuff away. Help your MRF Rep by talking to your own buddies about the good things the MRF does. And get them to join the MRF.

During the January board of directors meeting the officers elected the previous year are seated in their positions. Fresh faces are always welcomed warmly. I know it's a long time until Meeting of the Minds and the deadlines to run for an office but... You remember how fast last year went whizzing by? Yep, I thought so. Start your research and planning so you can step up and help the MRF reach its goals.

2017 elections will be for one Member Rep, one Reps Rep, and several committees are always looking for better ways to serve the MRF. New ideas can help the MRF succeed in preserving our rights to ride and raise awareness of the public to Share the Road.

Best wishes for a New Year full of success, health, and happiness.

Glenyce Jackson  
Reps Rep  
Elections Committee Chair

## Meeting of the Minds 2016



*New VP Govt. Affairs Megan Ekstrom in discussions with one of the MRF's original founders, Fred Harrell, with MRF President Kirk "Hardtail" Willard and Spike, a Representative for the Counsel of Clubs, in discussion as well.*



*Office Manager Tiffany Cipolletti speaks to attendees about Social Media during a session entitled "Effective Grassroots Lobbying", given by herself and VP Govt. Affairs Megan Ekstrom.*

## Stand And Be Counted



*Todd Riba  
Member Representative*

The Motorcycle Riders Foundation will be hosting Bikers Inside The Beltway (BITBW) in Washington D.C. in mid May. There will be information about this event in other articles in the MRF Reports and on the MRF website so I won't go into too much detail but I do

want to encourage members to attend this great event. Bikers need to reach out to their elected officials and staff members so they always know that we love our freedom, we pay attention, and we are not going away. Bikers Inside The Beltway is a great way to get that message across. We get together and we wander around our nation's Capitol with MRF talking points in hand and we visit with our elected officials and staff. These face-to-face visits make a huge impact and we always leave a lasting impression. This event is more than just lobbying, it is also an opportunity for like-minded bikers to get together and share thoughts and ideas. There will be opportunities at the host hotel before and

after the event to discuss motorcycle rights and to talk about the MRF and our mission. These face-to-face visits are a big help to me as one of your MRF Member Reps. They help me get a better understanding of the member's needs and wants. This event is also an opportunity for members to meet the entire MRF Board and to see us in action. There will be an MRF Board meeting, or some might call it a "bored" meeting, but it's good stuff and our meeting is open to all members.

So if all of that still isn't enough to get you there, hopefully the thought of touring all of the historic sites with some biker brothers and sisters will push you over the edge. I'm telling you there is something inspirational about going to Arlington National Cemetery or the war memorials with a bunch of freedom loving bikers. I hope to see a lot of you there to do some lobbying, some networking, and to experience some freedom and independence. Stand and be counted, your lifestyle is at stake.

Total Vigilance,

Todd



## The View Past the Handlebars

### Eagles and Canaries

What is it with eagles? For many decades now the eagle has been associated with bikers and motorcycles. They're embroidered on our patches, painted on our bikes, printed on our shirts and inked on our bodies. Sharp beaks, razor talons, fierce eyes, feathers flaring – they're everywhere we look and have become as iconic as the bar and shield of Harley-Davidson, the swooping letters of the Triumph logo or the seemingly-obligatory wet t-shirt contest at a biker rally.

But why the eagle? Sure, there's the obvious reason that the bald eagle is our national bird and appears on everything from our money to the Great Seal of the United States. There's the long-running association going back to the Roman Empire of the bird as a symbol of power. And even I'll admit that the eagle sure looks a lot more intimidating than, say, the tufted titmouse. I wonder though, if we motorcyclists picked the wrong winged critter to be our flying mascot. Perhaps it's time to consider another bird for the eagle's lofty perch.

I propose to you, my fellow riders, a possible replacement: the lowly canary. This diminutive yellow bird has long been considered a sentinel species, an animal used to detect threats to hu-

mans by providing advance warning of danger. You've probably heard the term, "canary in a coal mine," a phrase that's rooted in history. As early as 1913 coal miners would bring caged canaries into the mine tunnels to detect the presence of carbon monoxide. Because of the bird's rapid breathing rate and higher metabolism, it would become short of breath and cease singing long before the harmful gas could kill the miners. It alerted others early on that they were at risk and should take action immediately before it was too late.

There's a lot we could learn from the lowly canary. Too often we allow our fellow motorcyclists to succumb to apathy, only taking flight when there's carrion to feast on. I'd rather be the canary, sounding the alert that immediate action is needed before the situation becomes dangerous; a sentinel of freedom alerting others of the impending threat of freedom-hating action that could spell the death of our way of life.

The canary is a bird I'd be proud to emulate: ever vigilant, always sounding the warning when needed that we're under attack. I'll leave the role of looking scary to others with sharper talons and bigger wings.

The Ghost rider

## Riding with Phil

*By Phil Hohm, South Dakota*

I am starting my December column early as it is close to the end of October. The evenings are getting colder and pretty soon the time will change and the nights will seem a lot longer. Here down on the farm we have finished combining our soybeans and are in the midst of combining our corn. The yields on the corn really vary this year as I have had yields from 120 to 180 bushels per acre. If only we could have had one more rain during wheat harvest what a difference that would have made on the corn yield. My dad always said that you can't ponder of what could have been. You have to accept what you received and be happy about that. Pheasant hunting season started on the 15th of October and the numbers are down this year which makes for more difficult hunting. My brother, Lud, and I were combining corn and some hunters were at the end of the field hoping for some pheasants to take off when we got to the end. They must have shot at one pheasant three or four times and while the pheasant was flying he was losing feathers at a rapid rate. But he kept on going and he must have some kind of barrier around him which kept him alive. I will bet that same pheasant is running around now with no feathers on his body. What a site that would be to see!

As I am writing today it is only nine days until the election. By the time most of you are reading this column we will know who the new president will be. I was just wondering what the news people will talk about after the election is over. This has probably been the strangest election cycle in my lifetime. Both of the two nominees have very high unfavorables. My voting strategy is voting for the lesser of the two evils. Not much of a choice in my way of thinking. No matter who wins this election I hope that this country can survive and move forward.

When Richard Nixon and John Kennedy were running for president I was a freshman in high school. It was the fall of 1959 and one of my classmates, Tom Harmon, and I were debating on the stage talking about who would make the best president. I was debating for Kennedy and Tom was debating for Nixon. All of a sudden my Father came in the room dressed up like a poor farmer in torn and worn out bib overalls. He was quite a sight and said that Kennedy would help the farmers with their plight. Everyone in the room broke out laughing and still to this day people still remember what my Dad did to help Kennedy win the election. As we all know Kennedy became the president probably because of what my Dad said. Well, I don't know if that is quite true but it makes for a great story. When President Kennedy was assassinated in November of 1963 I was a freshman at Tabor College in Hillsboro, Kansas. Most of us who were alive at that time can remember where we were at the time that happened. I can remember I was doing my laundry in a laundry mat that had a small black and white TV which we were watching. We just

couldn't believe what had happened and the county was in shock wondering why someone would do such a thing.

Last night was Halloween which brings back a memory from years ago. My neighbor Bob and I decided to take my brother Chuck snipe hunting. It was a dark and moonless Halloween in about 1960 or so. We told Chuck we would go to a field about a mile away from the farm with a gunny sack and flashlight. We told Chuck to shine the flashlight in the gunny sack which would lure the snipes in. We told him he would have to stay by himself if he wanted to catch a snipe. About an hour later he walked home and said that he never saw any snipes. When Chuck found out that there was no such thing as a snipe he was extremely mad with us. Of course, he told Dad about his misadventure and Dad was not at all happy with me. My mother said that when she was young a popular thing to do on Halloween was to move an outhouse toilet back a few feet and when someone would come to use the facility at night they would fall in the hole. She also remembers when she was in high school some of boys put their teachers Model A Ford on the roof of the school. She never did find out how they got it up there or how they got it down.

As I am now finishing my column we now know who our next President will be. Yesterday Obama and Trump had their first face to face meeting at the White House. I would have liked to have been a fly on the wall to hear what they said. Before the election they said some harsh things about each other. But yesterday they did seem to be civil to each other. A lot of the pundits at MSNBC and CNN were crying in their beer. I just hope this country can survive when people do have different opinions on how things should be done.

Don't forget to plan for Legislative Days in Pierre from January 19th-21st. It is always an exciting plus learning experience. You get a chance to meet your legislatures and give them a chance to hear your opinion on what changes you would like to see in your local government.

Christmas is coming up later this month and it will be a difficult holiday for me to endure without my beloved Norma. I just hope I can hold it together and I do have my family to help me though this difficult time. Norma's family has really been great to me and they still invite me to their gatherings. I also have my daughter Amy who has done so much for me and has really helped me get things arranged in my house and my life. She is on my case about doing rehab and eating healthy as in walking instead of driving to the mail box. Amy tells me she wants me to be able to see my grandchildren grow up. Remember the real meaning for Christmas is when our Lord and Savior was born.

Until next Month  
Phil Hohm

## Political, Yes... Partisan, No.



*Cindy Hodges*  
*MRF Member Rep*

Hello, Friends! I hope you are shaking off the trauma and weariness of a very long and crazy election cycle. I'd also like to remind you that the MRF is a non-partisan organization. Often we are not seen as such because the support for some of our agenda items can be more weighted towards one party line than the other, but the truth is, we will always be non-partisan in word and deed. Our

members are Independents, unaffiliated, Democrats, and Republican. Sometimes we won't all agree to like who we must work with, but we WILL work together to effect change or maintain liberties with the same end goal in focus.

Please remember when you are talking to potential new members, or just addressing folks about a current need/call to action, that your personal politics are yours and that you want the MRF to succeed in maintaining your liberties with all the help that can be mustered.

On a personal note, I am currently dealing with some family medical issues that is diverting me across miles and divesting me of much of my time. I have not been able to be creative and let my thoughts flow as I normally would but have reached out to the MRF warrior from my home state of NC, Vinny Neuman, for help. He has cached away a plethora of good articles and information on his [ncrider.com](http://ncrider.com) website and I have his permission to pluck away for ideas. Thank you, Vin!

Looking over articles I've not read for a while, I came to a document which really resonated. It's about civics. So many times I'm painfully aware at the lack of knowledge regarding our system of governance we have in this nation. Instead of being disdainful about it though, I feel it's the kinder and MORE EFFECTIVE thing, to brush up on this myself once in a while and I plan to go over it once a year at my own state's organization first meeting of the year. For our purposes, I'm going to touch on Civics 101 at the federal level.

The United States government is made up of three branches. The legislative branch makes laws. The judicial branch interprets the laws. The executive branch enforces the laws.

The legislative branch consists of the U.S. House of Representatives (435 members), and the U.S. Senate (100 members). Each state has one Congressional Representative (Congressman) per congressional district. Not all states have the same number of congressional districts. The number of districts is based on the state's population. Every state has two Senate seats.

The Vice-President of the United States is President of the Senate. The U.S. House of Representatives, or "the House" is overseen by the Congressional Representative, voted in by all those members, as Speaker of The House.

The term of office for each Congressional Representative is two years. The term for each Senator is six years.

If the President of the United States dies, the Vice-President becomes President. If the Vice-President were also to die, the Speaker of The House becomes President.

The President nominates supreme court justices. The Senate confirms such nominations. Once confirmed, a supreme court justice stays in position until death, or resignation.

Only congress has the power to formally declare war. The President does not have this power.

The U.S. is an indirect democracy, a "republic". A republic is a true democracy. In a direct democracy, the "majority rules" and the minority loses. A hypothetical example can demonstrate the idea: Pretend that you're a land owner and that I would like to buy some of your property. But you don't want to sell this property because it's been in your family for generations. In a direct democracy, I could gather a dozen other landowners together, proposing that we divide your land between us. We will allow you to vote on the proposition, because this IS a democracy after all - and you will lose thirteen to one. That a direct democracy!!

In a Republic, nothing can overcome your individual rights! They are unalienable. If the land belongs to you, it doesn't matter if I have a hundred friends, a thousand friends, or a hundred thousand friends! YOUR PROPERTY IS YOUR PROPERTY!

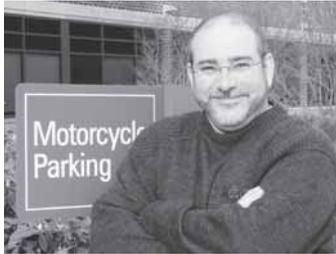
It is the government's fiduciary responsibility to protect your rights. If you are in doubt, read your copy of the Declaration of Independence. Right after "...life, liberty, and the pursuit of happiness" it states "That to secure these rights, governments are instituted among men, deriving their just powers from the consent of the governed".

What is a "Whip"? The assistant majority and assistant minority leaders are called the Whips. Whips are assistants to the floor leaders who are elected by their party conferences. The Majority and Minority Whips are responsible for mobilizing votes within their parties on major issues. In the absence of a party floor leader, the Whip often serves as acting floor leader.

What IS the electoral college??? The electoral college are electors chosen from each state to elect the President and Vice-President of the U.S. under Article II, section I of the U.S. Constitution. Each state chooses electors in the same number which they have senators and representatives. These electors have the discretion to choose the candidate they vote for, but in practice, the electors vote for the candidate that wins the most votes in their state. In all the state's except Maine, the candidate that wins a plurality of the popular vote wins all the state's electoral votes.

WHY are there two parts to the legislature? When the Constitution was drafted, a debate broke out between states with large populations and those with smaller populations. Each had a different opinion about how states should be represented in the new government. To be fair to each group, a compromise was reached. By dividing Congress into two Houses, the House of Representatives would

## State Reps Report



*Doc D'Errico  
MRF State Representative  
Program Director*

If only there were more time.  
More time in the day... More  
time in the year.... More  
time in a lifetime....

I'm guessing you've all been there – wishing you could be cloned, or something similar. Perhaps simply wishing you had more help – help you could trust, help you could count on, help that would be more productive?

Well, in the MRF, you can. Although each State Representative is appointed by the Senior Executive of each Sustaining State's Motorcycle Rights Organizations, you are not expected to carry the burden alone. Being a MRF State Rep is an honor, and a lot of responsibility. But it's also a management opportunity.

As MRF State Reps, we're not only responsible for membership recruiting and retention in our States, but we're also responsible for communication. Yes, our MRF sends out a ton of communication already, but it's up to the State Reps to assure that that message is disseminated to those our MRF doesn't reach directly, and in some cases, to help identify those key messages that need to be heard locally.

Communication is especially important with the SSMROs for whom you serve as their State Representative to the MRF!

Some states, no matter how big or small, can be difficult to navigate. It might take hours, possibly even requiring overnight stays, at unreasonable expense for some of us. Get some help!!

Every MRF State Representative can appoint Assistant State Representatives. Those Assistants need merely be named by the State Rep, by sending an email to me with the nominated Assistant's contact information. The Assistant, like you as State Rep, must be an individual or individual sustaining member of the MRF in good standing, and willing to help support you in your mission. Assistant State Reps receive copies of all correspondence you receive as a State Rep which can significantly simplify your role.

How many Assistant MRF State Reps is completely up to the State Rep – it can be as few as 1 and as many as needed to get the job done. State Reps are expected to manage those Assistant Reps, so keep the number reasonable. You should coordinate with your assistants periodically to be sure you're sharing the same messages in a consistent manner, and that you remain aligned to the same mission. You should also assure that you have the same priorities and aren't duplicating the effort between you and any other assistants!

"You get what you pay for" is an adage that is sometimes used with a little disdain when applied to volunteers. But simply because a volunteer isn't paid, doesn't mean you don't get value – you pay them in the support, education, and guidance that you give them. By enriching their role and helping them be successful, you reap the benefits. Through their success, they in turn reap the benefits from those constituents they in turn serve.

And before I forget, thank you to everyone who's helped drive their reappointment for the new MRF "year" which began at the 2016 Meeting of the Minds. To those of you who haven't (yet?) been reappointed, I do understand that your board meetings and in some cases annual elections haven't yet happened, but it helps us greatly to at least have YOU reappointed in the interim. Your Senior Executive – whatever their title – can always update that appointment at any time; after all, your work for THEM!

Appointments can be sent to [derrico@mrf.org](mailto:derrico@mrf.org) - all we need is the name of the Rep, the name and title of the person making the appointment, and if a new Rep or in case it's changed, the contact information for the Rep. Again, for Assistants, that can come directly from the State Rep. For State Reps, that communication must come directly from the most senior executive officer of each MRF Sustaining Statewide Motorcycle Rights Organization.

Any questions on the appointment process, please don't hesitate in contacting me directly!

As I said in my Thanksgiving note, it's a true honor to serve alongside all of you. I wish each of you a wonderful holiday season and hope to see you all in 2017!

Yours in FREEDOM,  
Doc



## Political, Yes... Partisan, No. continued

favor states with larger populations, while the Senate would favor those states with smaller populations.

The House of Representatives: There are a total of 435 members of the U.S. House of Representatives. Each member represents an area of a state, known as a congressional district. The number of representatives is based on the number of districts in a state. Each state is guaranteed one seat. Every ten years, the U.S. Census Bureau counts the population of the states to determine the number of districts in each state.

Representatives, elected for two-year terms, must be 25 years of age, a citizen for at least seven years, and a resident of the state from which they are elected. The House has special jobs that only it can perform. It can: (1) Enact new tax laws. (2) Decide if a government official should be put on trial before the Senate if a government official commits a crime against the country.

The Senate: There are a total of 100 members in the Senate. The Constitution states that the Vice-President has formal control over the Senate and is known as the President of the Senate. In actuality, the Vice-President is only present for important ceremonies and to cast a tie-breaking vote.

Senators, elected for six-year terms, must be 30 years of age, a citizen for at least nine years, and a resident of the state from which they are elected.

As in the House, the Senate also has special jobs that only it can perform. It can: (1) Approve or deny any treaties the President makes. (2) Approve or deny any people the President recommends for jobs, such as cabinet officers, Supreme Court justices, and ambassadors. (3) Conduct a trial for a government official who commits a crime against the country.

I hope this is helpful in explaining the basics to potential freedom fighters!

## Being a Biker Could Mean Losing Your Gun Rights

*Reprinted from <http://www.motorcycleprofilingproject.com>*

John is a member of a motorcycle club and a proud Texas biker. He is a hard working family man, a degree professional, and has never been charged with a crime. Recently, while riding his motorcycle, and wearing his club colors, he was pulled over by police in Fort Worth for failure to signal before changing lanes. He immediately gave the police his CHL, his license and insurance.

But the real motive of officers soon became apparent, and John was harassed with questions regarding his club and the patches on his black denim vest. They asked to search his motorcycle but he refused to consent without a search warrant. There was no basis for a warrant and the officers knew it. But after the officers spoke back and forth with their Sgt., he was arrested for failure to use a turn signal.

Pictures were then taken of John, his vest, and his bike. Officers then proceeded to search his motorcycle incident to the arrest for a minor traffic infraction. Officers broke his locked saddlebags in order to search them. They found nothing! But his legal weapon was confiscated and the police are refused to release it. Moreover, officers in Fort Worth have filed with the state to have his CHL rights taken away.

### Motorcycle Profiling and Gun Rights

John's story epitomizes the issue of motorcycle profiling, most often taking the form of a pre-textual traffic stop initiated to harass and search motorcyclists based on appearance and protected associations. In many states, traffic infractions are crimes subject to arrest, which in turn allows officers to legally search you and your vehicle.

John's story also demonstrates a newly emerging trend where members of motorcycle clubs have their weapons seized and/or their legally obtained concealed carry licenses revoked for no other reason than appearance and association.

Targeting individuals with concealed carry permits makes little sense from a law enforcement perspective. In order to obtain a permit, an individual must pass extensive background checks and have no relevant criminal history. Individuals with permits, even motorcycle club members, are not convicted gang members or violent criminals. Is stereotype really that much stronger than reality? And even if it is, shouldn't motorcyclists attempt to do something about it?

### Building a Coalition

There has been a longstanding position taken by many motorcycle rights advocates to avoid mixing politics with other political coalitions. But gun rights may be the one exception. The impact of motorcycle profiling on 2nd Amendment rights strikes at the political and philosophical heart of most motorcyclists and many Americans generally. Rethinking this perspective may be in order.

Legislative solutions are the best path because 4th Amendment law says pre-textual traffic stops are permitted regardless of subjective motives. State legislation can go beyond the minimal protections against pre-textual traffic stops with a discriminatory motive.

Building a partnership between the 2nd Amendment and the motorcycle rights lobby, based on legitimate policy crossover and issues of profiling (gun owners are profiled too), provides the potential for a coalition that expands the manpower of both movements based on fundamental liberties.

Opt out of the receiving the *MRF Reports*? Please contact the MRF Office if you would like to no longer receive a hard copy of the Reports. 202-546-0983 or [mrffice@mrf.org](mailto:mrffice@mrf.org)

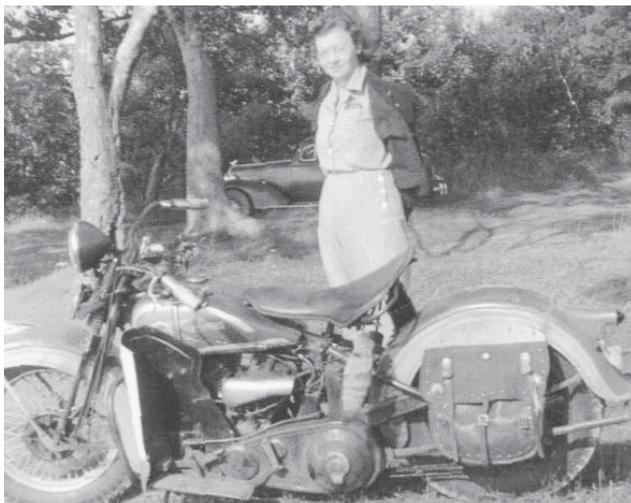
## The MRF Store is open!!

T-shirts in new colors: Orange, Yellow, Red, Lime Green and of course Black  
Caps in assorted colors  
New: License Plates

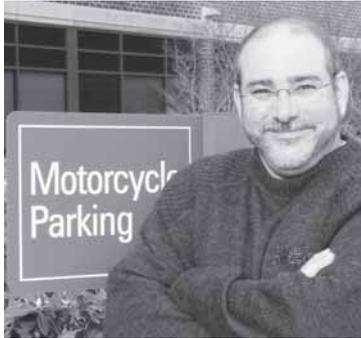
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Call or email Helen with any questions...  
870-222-8509 or [usapro@sbcglobal.net](mailto:usapro@sbcglobal.net)



## The Best Laid Plans...of a Revolution?



*Doc D'Errico,  
Massachusetts  
Motorcycle  
Association Vice  
Chairman, MRF Reps'  
Representative*

I've often wondered what was wandering through Poet Robert Burns' mind in November of 1785 when he wrote his ode

"To a Mouse". Was he awestruck by the defensive nature of the mouse, who's world was up-turned by the plow? Or was he saddened by the very nature of the destruction? Or was he just drunk off his rocker?

Whatever the reason, the most widely quoted (and often misquoted or partially quoted) line is that, "the best laid plans of mice and men go awry". So well quoted over the intervening 230 years it was even the basis of John Steinbeck's 1937 novella, "Of Mice and Men".

The actual verse, of course, was in 18th Century English:

But Mousie, thou art no thy lane,  
In proving foresight may be vain:  
The best-laid schemes o' mice an' men  
Gang aft agley,  
An' lea'e us nought but grief an' pain,  
For promis'd joy!

Loosely translated, "But little mouse, you are not alone, in proving foresight may be useless – the best laid schemes of mice and men often go askew, and leave us nothing for grief and pain for promised joy!"

Given the timing of the publication, not yet a decade after the American Revolution's birth, and that the preceding verse discusses not having food nor shelter from a winter's storm, had me wondering if the mouse was a metaphor for the Colonial Revolutionaries against the mighty blade of the British.

There are interesting parallels to understanding the depths of despair being felt by the revolutionaries. Fighting not only the "Regulars", they were fighting the loyalists from within, and in the winter of 1776, the weather. Having been beaten back despite a strong showing in Lexington and Concord, outside Boston, the Colonials were further evacuated from New York and driven to Pennsylvania. Essentially, the British were winning the match 8-nil at the half.

We all know the story of Paul Revere's midnight ride. Ironically, that ride wasn't quite as successful as notoriety has left history to record. Paul was but one of 3 riders, along with William Dawes and Dr. Samuel Prescott. And the famous lantern wasn't a signal

to Paul, rather from Paul to the "Sons of Liberty" alerting them that the British Army had left Boston. Three Riders were to be sent by different routes to alert Samuel Adams (the patriot, not Sam Adams' Brewery founder Jim Koch) and John Hancock (also the patriot with the fancy signature, not the Insurance guy), alarming households along the way.

We all want to believe the Henry Wadsworth Longfellow poem, but another fallacy was that Revere never actually made it to Concord. After arriving successfully in Lexington, the three riders then dispatched to Concord and were captured en route. Prescott immediately escaped and did make it to Concord and Dawes escaped sometime later. Revere was released, but too late to do much damage. Apparently, the British were feeling rather overconfident in their ability to squelch the resistance.

That overconfidence would then also rise again, this time with the Hessians, who supported the British in New Jersey, when during the Christmas holiday, General George Washington made his famous crossing of the Delaware River from Philadelphia to Trenton, NJ – the first major turning point of the American Revolution.

Well planned and not quite so well executed, that crossing almost didn't happen. As history is often rewritten, one of the most famous and instantly recognizable paintings of the crossing, shows George defiantly at the bow, his army crossing a wide expanse as dawn beacons.

In actuality, the crossing took place at a 300 yard narrow of the river, during a Nor'easter. This was no small attack either. It was planned for three main assaults each coming from different approaches similarly to the three riders to Lexington. Unfortunately, due to the weather, two of the assault waves never left the Pennsylvania shore and George almost turned back himself. But without cell phones or wireless radios, George had to make a call, and decided that his army would be slaughtered on the return march, so pressed on.

One true fact of all this that we likely remember from our school history classes, is that the troops were largely demoralized. In part by the losses sustained to this point but mostly by the horrific weather, seen by some as a sign God was working against them, not just the loyalists.

But on December 19th, George Washington came in possession of a pamphlet penned by none other than Thomas Paine, author of "Common Sense", which helped spur the revolutionary spirit in the Colonists. This new pamphlet, "The American Crisis", was ordered read by General George to the troops, which boosted their morale and in many ways reignited the revolution. Specifically, the paragraph:

"These are the times that try men's souls; the summer soldier and the sunshine patriot will, in this crisis, shrink from the

# The Best Laid Plans... continued

service of his country; but he that stands it now, deserves the love and thanks of man and woman. Tyranny, like hell, is not easily conquered; yet we have this consolation with us, that the harder the conflict, the more glorious the triumph."

...encouraged the starving and freezing soldiers to endure the weather because not only success lay on the other side of the hardship, but a greater glory.

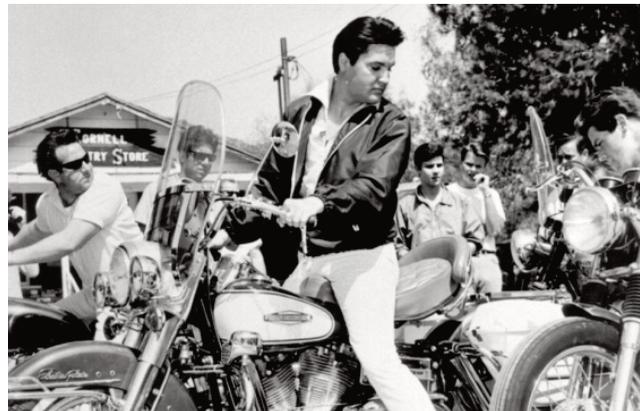
Three days later the revolution had turned to the Patriots' favor.

The morale of this missive is that as we rest through these winter

months we cannot forget the mission. We must also act in a coordinated and committed fashion. And of course, we must not accept defeat when victory stands at the precipice of the hardships we face.

We should also learn that if we persist in taking only one approach, one tack, and repeat it, we are doomed to the same failures. We need strategies to enable legislation that enables our freedom, and persistence to assure its success.

Yours in FREEDOM,  
Doc



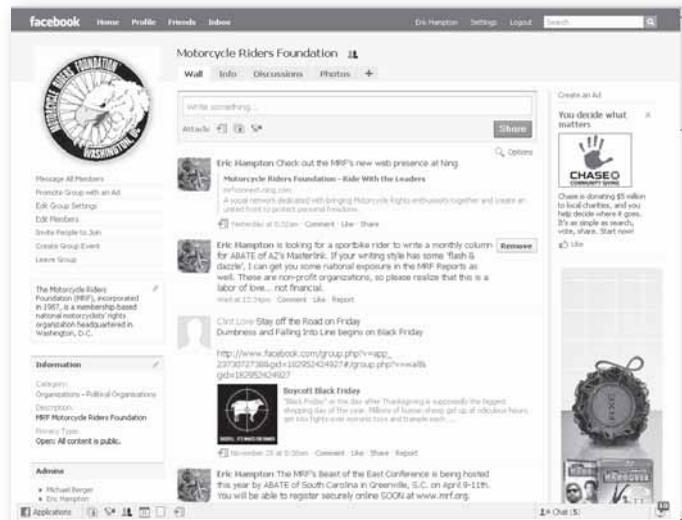
## Join the MRF Group on Facebook!

The MRF has been striving to become more accessible online and this is the latest thing to take the Net by storm.

Get all the latest motorcycle news out of Washington, D.C. and hook up with some old friends while you're at it.

See you there.

[www.facebook.com/bikers.rights](http://www.facebook.com/bikers.rights)



## Why the Hell do I do This?



*Jim Cannon  
MRF Conference  
Director*

As I recover from copious amounts of gluttonous activity over the Thanksgiving Holiday I take the gastronomi-

cally induced semi-coma as a time to reflect. Sometimes I reflect on my life choices, sometimes it's my family, my children, or my hobbies, but it can really be anything. The big question this year was why did I raise my hand and volunteer to serve on the MRF Board. I know what a lot of you are thinking. That's easy! It's the perks that come with the job, the unrivalled pay, the all-expenses paid travel all around this wonderful country of ours, the throngs of gorgeous females throwing motel keys and other unmentionables at me, and of course the undying thanks and appreciation from all areas of the motorcycling community.

If you bought any of that we need to talk; I've got some ocean-front property in Arizona and a few bridges I'd like to make you a deal on.

I'm involved in motorcycle rights because I'm selfish. I like to choose my own attire when riding my motorcycle. If I want to ride in a kilt with flip flops, that's my business. I like to improve my motorcycles; Harley Davidson makes a nice project bike,

but they're never fast enough, cool enough or handle well enough. And as the owner of said motorcycle I should be able to make the call as to how I want to "personalize" it. If you look at what's happened in DC or with your state legislature over the past few decades you'll know all of these activities have come under attack.

I know I'm incapable of changing things by myself so I need MRF and SMROs to join me in these fights. When a new regulation or law comes down the pike, I don't ask how it affects motorcyclists across the state or nation, I ask how it affects Jim. The good news is when I'm fighting for myself I'm also fighting for you. We take up this fight for many reasons and those are personal to each of us, but whatever the reason we are definitely in this together. When one of us triumphs we all triumph, and the same applies when we fail. We owe it to ourselves and our community to put our best foot forward every time we step in on an issue.

Here's a great place to start! Bikers In The Beltway (BITB) in Washington DC is a great opportunity to network with other freedom fighters, meet our DC staff, visit the DC office and educate yourself and your legislators on our issues and positions. BITB will be held May 23rd this year with a prep session the evening of May 22nd. You can find more details in the flyer in this issue or under the events button at MRF.ORG.

RFTC Jim "The" Cannon



## Success: Autonomous Cars to be Tested with Motorcycles

*Vehicle authorities will cooperate with motorcyclists' organizations and conduct their own test program with different brands of semi-autonomous cars.*

*In response to the letter motorcyclists' organizations FEMA, MAG NL and KNMV sent to RDW, with regard to the European type approval of the Tesla by RDW, a meeting took place recently where the motorcyclists' worries were addressed. RDW is the Netherlands Vehicle Authority that issued the European type approval for Tesla.*

*A driver of a Tesla – and of an increasing number of advanced cars – can leave key actions to the vehicle, while in the opinion of the motorcyclists' organizations this equipment is not or not sufficiently tested with motorcycles and other powered two wheelers. In the discussion about the concerns that motorcyclists have with admitting (semi-)autonomous vehicles on the roads, it soon became clear that many of the concerns of the motorcyclists' com-*

*munity are shared by RDW.*

*Drivers of vehicles that use Advanced Driver Assistance Systems (ADAS) such as Adaptive Cruise Control (ACC) or Lane Changing System (LCS) are deemed to always have full control over the vehicle. To support the driver, the car will give a warning, based on the input from the sensors, when a collision with a motorcycle is imminent, so that the driver can intervene in time, possibly assisted by the hardware of the car.*

*However, it appears that drivers of such vehicles in many cases already appear to rely fully on the technique and are themselves occupied with other things than traffic. And then the question must be asked whether the current technology in the cars takes sufficient notice of the presence of motorcycles in traffic and whether the technique is able to adequately intervene and warn the driver in time.*

## Autonomous Cars to be Tested with Motorcycles *continued*

*The joint conclusion of RDW and the motorcyclists' organizations is that properly functioning Advanced Driver Assistance Systems can provide an added value to road safety, but there are also disadvantages when drivers don't use it properly and do not and pay sufficient attention to traffic.*

*RDW proposes – in cooperation with the motorcyclists' organizations – to increase the knowledge on this issue by conducting their own test program with different brands of cars with Advanced Driver Assistance Systems. This test program must objectively assess what the current state of affairs is in the technique that should ensure motorcycles and other powered two wheelers are detected by the sensors of the car and whether that technology also responds correctly to the presence of motorcycles. RDW also believes – as do the riders – that testing with motorcycles should be part of the test protocol for European type approval.*

*In the first quarter of 2017 the test program will be described, the organizations will explore what research in the field of testing motorcycles with semi-autonomous cars is already available and the research questions will be formulated. After that, the field tests will be conducted in 2017.*

*Dolf Willigers, General Secretary of FEMA: "We are very pleased with the outcome of this first meeting with the experts of RDW. We are going to act together and we will see in the field tests to which extent the technique takes motorcyclists into account. In the coming years this will continue to be an important issue for FEMA and we want to ensure that motorcyclists literally are not overlooked in the development of the newest generation of cars. The test program can have lasting effects on road safety for motorcyclists in Europe and therefore I am particularly proud that the motorcyclists' community works together and will cooperate with the authorities responsible for allowing such sophisticated cars on public roads."*

## Bikers Arrested for Wearing Bandanas

*Reprinted from <http://www.motorcycleprofilingproject.com>*

Louisiana motorcyclists in the Bossier/Shreveport area may be experiencing a mechanism of profiling that many are unaware of. It has been reported to the MPP that 17 motorcyclists in the area have recently been arrested for wearing bandanas, scarves, and even a bubble shield while riding because it conceals their identities in public. Local law enforcement contends that covering your face in public is a violation of Louisiana's anti-mask law, LSA-R.S. 14:313, which carries a 6 month to 3 year term of imprisonment. Although every incident has not been confirmed, the MPP spoke to one motorcyclist directly and confirmed that he was arrested for concealing his identity on November 8, 2016.

The law used to justify targeting motorcyclists for wearing masks in Louisiana exists elsewhere. At least 15 states have what experts call "general anti-mask laws" that could be applied to motorcyclists. Applying anti-masking laws to motorcyclists covering their heads and faces with protective gear is an abuse of statute and demonstrative of motorcycle profiling. An exemption for public safety ought to be obvious.

### Motorcyclist Arrested For Concealing Identity

While visiting Louisiana to attend and speak at a state Confederation of Clubs and Independents meeting in Alexandria, the MPP

became aware of the alleged arrests for concealing identities in public. The MPP spoke to a member of a motorcycle club in the Bossier/Shreveport area that was able to confirm the validity of the rumors.

Although a traffic pretext was used to justify the stop, the MPP evaluated his citation and he was indeed arrested for concealing his identity, an alleged violation of state code LSA-R.S. 14:313. This individual was on his way to vote in the 2016 National Election. He was denied this opportunity. He was forced to pay a bond in order to obtain his release and as of this writing the issue has not yet been resolved.

(Notably, this same individual has been experiencing a pattern of harassment while riding his motorcycle. 9 days after the mask arrest he was again stopped and harassed for a series of pretextual infractions preceding more questions about his club affiliations.)

### LSA-R.S. 14:313

Masks or hoods, wearing in public places prohibited; penalty; exceptions; permit to conduct Mardi Gras festivities, how obtained.

*continued page 22*

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Please contact the MRF Office if you would like to no longer receive a hard copy of the Reports.  
202-546-0983 or [mrffice@mrf.org](mailto:mrffice@mrf.org)**

## Bikers Arrested continued

No person shall use or wear in any public place of any character whatsoever, or in any open place in view thereof, a hood or mask, or anything in the nature of either, or any facial disguise of any kind or description, calculated to conceal or hide the identity of the person or to prevent his being readily recognized.

Whoever violates this Section shall be imprisoned for not less than six months nor more than three years.

This Section shall not apply:

- To activities of children on Halloween, to persons participating in any public parade or exhibition of an educational, religious, or historical character given by any school, church, or public governing authority, or to persons in any private residence, club, or lodge room; or,
- To persons participating in masquerade balls or entertainments, to persons participating in carnival parades or exhibitions during the period of Mardi Gras festivities, to persons participating in parades or exhibitions of minstrel troupes, circuses, or other dramatic or amusement shows, or to promiscuous masking on Mardi Gras which are duly authorized by the governing authorities of the municipality in which they are held or by the sheriff of the parish if held outside of an incorporated

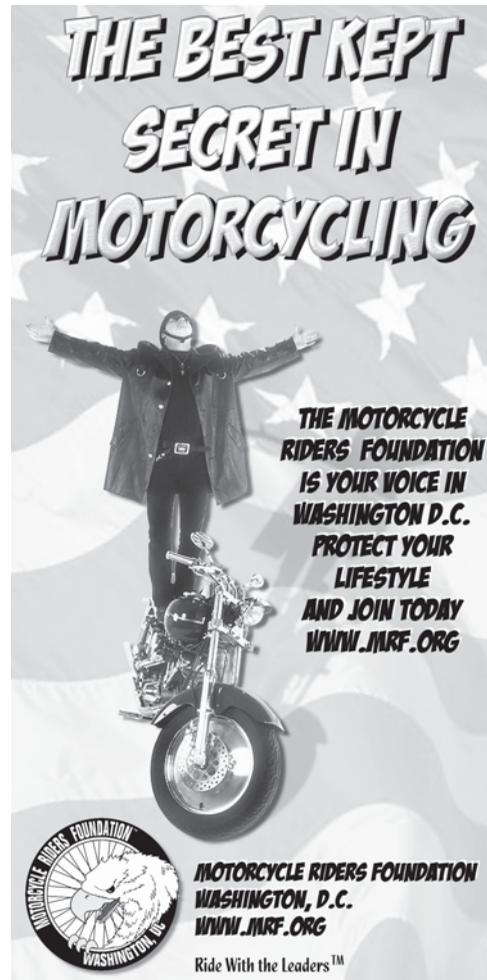
All persons having charge or control of any of the festivities set forth in paragraph (2) of this Section shall, in order to bring the persons participating therein within the exceptions contained in paragraph (2), make written application for and shall obtain in advance of the festivities from the mayor of the city, town, or village in which the festivities are to be held, or when the festivities are to be held outside of an incorporated city, town, or village, from the sheriff of the parish, a written permit to conduct the festivities. A general public proclamation by the mayor or sheriff authorizing the festivities shall be equivalent to an application and permit.

### Applying Law To Motorcycle Safety Gear Is Absurd

Originally the Louisiana law against wearing masks and hoods in public was motivated by the Ku Klux Klan wearing hoods and masks concealing their identity while they terrorized and intimidated others.[1] Louisiana's law makes exemptions for Halloween and Mardi Gras, but none for public safety. Although clearly not the intent of the law, motorcyclists covering their faces to avoid bugs, wind, and rain may be subject to arrest.

Considering Louisiana's mandatory helmet requirement based on public safety, the absurdity of applying anti-mask laws to motorcyclists is further demonstrated. Every helmet covers a motorcyclist's head similar to a hood and all motorcyclists wear eye protection. The very act of riding a motorcycle legally requires concealment. A motorcyclist wearing a full face helmet could be arrested for concealing their identity if anti-mask laws apply. Remember, a full face helmet is considered the best protection among experts that advocate helmets.

Some states that have similar laws have anticipated such conflicts and include an exemption for safety or sporting activities in their anti-mask statutes.[3] But 15 states, including Louisiana, have more gen-



eral statutes that could lead to these abusive applications.[4] In fact, "general anti-mask laws proscribe the simple concealment of physical identity in public, regardless of coexistent criminal activity. Individuals have been prosecuted under general anti-mask laws for wearing a Ku Klux Klan hood, for dressing in the clothing and wearing the makeup of the individual's opposite sex, and for placing a leaflet between the individual's face and eyeglasses."

### Possible Solutions

Numerous strategies may exist to combat anti-mask laws being applied to motorcyclists. Judicially, filing for a Declaratory Judgement arguing that the statute is unconstitutional is another option, although this has been attempted and has not always been successful.

"The conflicting court decisions, along with the varying scope of anti-mask laws themselves, reflect the uncertainty concerning when, if ever, the government can constitutionally ban public mask-wearing. Further complicating this area of the law is the apparent political bias of some of the courts that have ruled on the challenges."

Legislatively, an anti-motorcycle profiling law would eliminate discriminatory pretext stops at the source. Also, adding an exemption to state statute for safety and sport, including motorcycling, would prevent abuse and preserve the original intent of the law.

# Fun Solutions to a Serious Problem

By J.T. Boone

CBA/ABATE of NC

MRF member and young activist scholarship winner

Recruiting younger members into state motorcyclist rights organizations (SMRO's) across the country is a serious challenge that I feel very passionately about. I would like to share my advice on the matter, but keep in mind that there is no one-size-fits-all solution, and different groups will require different approaches. If one of these tactics doesn't suit the needs of your organization, try another one. No matter what you do, it will require a dedicated effort, so don't give up.

It takes a lot of dedication from each member to keep an SMRO going, but one thing that young people and older people have in common is that they really don't like to work in their off time. So take a moment to look at your organization from an outsider's point-of-view: do they see your members enjoying themselves, having fun, and participating in something that makes them happy, or do they just see a schedule full of meetings, payments, and work?

I see this issue a lot at events, where the only members of an SMRO that non-members are exposed to are the ones working the booth. It's hard to ask someone to pay for a membership to an organization that they will just stick them behind a booth all day at an event that they would otherwise have the freedom to enjoy.

So, when attending any kind of event, put a few members behind the booth and a few out and about, mingling and having fun. Rotating them throughout the day will also help keep your members genuinely relaxed and happy, which looks good and feels better.

In the same vein, SMROs should make an effort to occasionally get together in patches or SMRO shirts at popular motorcycle

spots and just enjoy themselves—no meetings, no business, no responsibilities. If people consistently see members relaxing at their local biker bars, shops, and rides, they will want to join and hang out, and once you get them involved in the friendship and fun, it's easier to get them involved in the issues.

Social media is an ever-growing way to attract members. Many individuals are hesitant to have a Facebook page or Twitter account because of the privacy risks, but as long as you go about it responsibly and safely, it can be a game-changer.

A suggestion by Skinny Bob from ABATE of Georgia is to join online groups for local motorcyclists and try to be active. If you build up a good enough reputation, members of that online group will start to look to you and your organization when they have questions or issues, which will lead to more members. These groups can also be a good place to promote your rides and events.

"For me, it's about going to where they are," Skinny Bob said to me. "They won't come to you. They don't want to hang out with a bunch of old guys riding cruisers, so we have to get creative. Find out where they are and go there. Recruit a young person to be your 'rep.'"

The bottom line is that too many SMRO's display much work and not enough fun, and that doesn't look good to any potential members—younger or older. I know it's not always easy with our busy lives to get out and just enjoy ourselves, but if that's what will help us recruit the next generation of members, then we should let loose and have fun like the future of our organizations depends on it.

J.T. Boone

CBA/ABATE of NC

MRF member and young activist scholarship winner



## MRF Departmental Reports

### Finance

Frank Carbone  
MRF Treasurer

Ten months gone (just shy of eleven as I write this) on as "interesting" year as I can remember. The crazy election (thank goodness it is over), the weather (riding many days in November) and new attacks on my riding freedom. I cannot wait to see what 2017 brings us. I guess in a way this all represents change. As an aside, I have always believed change is the only constant in our lives, so I refuse to resist it!

Part of the MRF's change is our new lobbyist who brings with her a great deal of new ideas and tools to take us to the next level in our efforts to preserve our life style for not only us but future riders as well. So the financial caveat in all of this is more resources take more money. As I will comment on in this report, we are profitable for the second year in a row. But, and it is a big but (no pun intended), the profit is a small one in dollar terms. For us to get to the next level, we need to step up the game in the future. We need more members is the real bottom line. My suggestion is for each of us to sign up one more member this year. Let us be honest: we all ride with someone during the year that is not a member - so get him or her on board. But enough from this grumpy old guy, on to the numbers.

On the income side, we are almost dead even with last year. Mem-

bership is less than last year by about \$5,500 and SMRO donations are up by almost the same amount. As always, the membership trend disturbs me. We exceed last year in renewals for individual and joint memberships but are behind in every other category. The worst categories lagging last year are new individual and renewed sustaining memberships.

Our conference revenues were down from last year but with Tiffany and Megan's hard work we obtained another sponsorship for MOTM. Another encouraging sign is Freedom Fighter donations are up by 28%.

On the expense side of the ledger we are lower than last year by over \$11,000. This is mostly due to not having a lobbyist in place for the first quarter, which was offset by recruiting costs and higher rent expenses due to two locations. We will vacate the Washington DC office in April of 2017.

The bottom line is we are \$11,000 better than last year and in a profitable position. Barring Armageddon, we will end the year on the plus side of the ledger. Not enough to fund all of the new stuff we need and discussed at MOTM, but it is a start. Now go out and get some new members.

Here is hoping this holiday season is filled with family and happiness for all of us. I wish all a Happy New Year filled with health, happiness and great government free riding.

## Rebel on the Highway: A Biker Movie for Bikers, By Bikers

*Reprinted from <http://www.bicproductions.com/>*

A lot of hype has been circulating on social media outlets lately concerning the soon-to-be-released movie, "Rebel on the Highway." This independent film, unlike many before it, is unique in that there are no professional actors, no overt violence or sexuality and no big movie production company dictating the direction.

"Rebel" is the dream child of Charlie Brechtel and is co-written by Charlie and his wife, Sabrina. It is co-produced by Brechtel, Frank Verbeck and Dennis Sanfilippo. The actors are real-life bikers and famed musicians. Brechtel and Sanfilippo have a deep background in the music industry. Brechtel, originally from New Orleans, has played with John Lee Hooker, Gregg Allman, Dr. John and Deacon Jones, among others. Deacon Jones is in the movie along with some other musicians, most notably Charlie Musselwhite, Guitar Mac and Lester Chambers, who plays the Blind Bluesman.

Filming has been ongoing in locations including California, Louisiana, Wisconsin and New York. The final scenes were filmed in and around Calaveras County in California, in the scenic foothills of the Sierras. This location has been a favorite of moviemakers, including the big studios, for many years. To list a few, consider "Back to the Future Part III," "Baby Doll," "The Big

Country," "Dirty Mary, Crazy Larry," "Pale Rider" and "High Noon." Television series also found the Sonora area appealing and such greats as "The Big Valley," "Gun Smoke" and "The Wild, Wild West" were filmed here.

It's no coincidence that the area is also home to Dennis Sanfilippo, Charlie Brechtel and director Cheryl McIntire, whose son Sean is behind the camera. Co-producer Frank Verbeck is no stranger to this area either. He has a home in Angels Camp and recently completed another biker genre movie, "Outlaws and Patriots." In that movie, two rival motorcycle clubs unite to fight terrorists.

Director Cheryl McIntire is also an actor and makeup artist. Among her credits are roles in "Obsidian Hearts" and "Living by the Gun," and producing and directing other films including "Deadly Crush," "Outlaws and Patriots," "Obsidian Hearts," "Lockhart: Unleashing the Talisman" and "Greeley's Field."

So what is "Rebel on the Highway" about and who exactly is in this movie? Well, as stated before, no professional actors are cast in the movie. For the most part, the bikers play themselves. That list includes the likes of writers and photo-journalists Rogue,

*continued page 33*

## SSMRO Representative Report



*J. Ryan Hubbard  
SSMRO Board Rep*

Brothers and Sisters,

Promoting our relevance in today's ever-changing technologically oriented society is foremost from a membership standpoint. Motorcycling / motorcyclist rights issues from one generation to the next are similar, but

finding a solution may be a bit different. The goal though is the same: to preserve a safe and unencumbered motorcycling environment for all motorcyclists.

To that end, we must all play a role in maintaining a vigorous membership. Infusion of new blood is essential, but recruiting new members is only a part of the answer. Retaining members is key, whether they have been a member for years or just joined. Your involvement is crucial in mentoring and motivating other members on the local level. It is this type of activity that demonstrates our relevance. Simply telling other riders that they are riding on our dime or that they must join is not enough.

Human nature has provided everyone with the WIIFM gene; What's In It For ME? It is up to each of us to answer that question for those riders we are trying to entice to join or members we are trying to retain. We must tout our accomplishments and demonstrate why they need to be a part of such an incredibly successful organization. Find out what motivates the individual you are dealing with and show what the MRF has done or is doing on the issues that concern them. Some of the reasons I've heard lately are: the ability to modify /maintain their motorcycle on their own, information security concerns, mandates on protective gear, profiling on the road and at restaurants or bars.

How we communicate our goals and accomplishments brings up another generational difference; the methods used to communicate. Phone calls, meetings, websites, and personal contact has worked for many years and will continue to work in the future. However, there are many other tools available today that can connect with thousands of people instantly: Facebook, mass emails, Text Messages, Twitter, etc.... These tools are available via cell phones and tablets 24/7/365 anywhere in the world. People are connected everywhere and we need to make a connection to them.

I'm not the most technologically savvy person, and I don't use all of these new communication methods, but I know these tools work. They are very helpful in reaching a lot of people quickly when we have an urgent call to action or need to get word out to a large group. But, it is imperative to have a manager that can keep the information up-to-date, respond in a timely manner, and moderate conversations to keep them relevant to our mission.

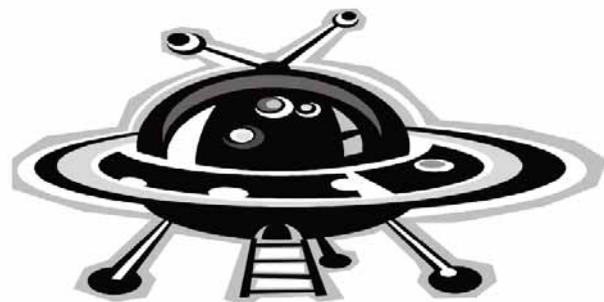
We have a plethora of very talented and passionate MRF members. Their passion is the root of our success and a powerful emotion which inspires them to achieve great things. Using the tools listed above to communicate our mission, successes, and calls for action, will get needed information to these passionate members so they can be even more successful.

The more successful we are, and the more we communicate those successes, the more members we will attract to join the cause.

Feel free to contact me if you have any questions, concerns, or issues the MRF can help with in your SSMRO.

Ride Safe, Ride Free,  
J. Ryan Hubbard  
SSMRO Representative

# Take Us To Your Leaders!



***Would you like to see an upcoming  
Meeting of the Minds Conference in your state?***

**If so, have the leadership of your MRF sustaining organization contact  
Jim Canon, MRF Conference Director at [jcannon@mrf.org](mailto:jcannon@mrf.org) about the  
possibility of hosting a future MRF conference!**

## Around the States

### Alabama

Kris Cook  
MRF State Rep

Greetings, Freedom Lovers,

I heard something this month from a 1-year member - something that really hit home with me. I think maybe we were talking about the fact that I can't even do one pull-up, when he said, "Most people have 60% left when they quit."  
Boom.

He might have been talking about exercising, he might have been talking about relationships, he might have been talking about giving up on a leadership role in an organization that seems to be going nowhere. Whatever he was talking about, I find myself applying that thought to just about everything. 60%? Really? Where does THAT figure come from? Has that been scientifically researched?

It doesn't matter. If it's 10% instead of 60%, the idea is still the same. You might not be applying ALL your resources to the job. You might not be applying all your imagination and creativity to the problem. You might have 60% more! Just that thought alone makes me pull harder to get my chin up to that bar. It makes me find more patience with my situation, more productivity in my job, and more spark to figure out how Dixie ABATE can fit in and get worthwhile work done in the state.

In other news, a couple of members of our Noccalula Falls chapter got the hare-brained idea to drive many hours to the frozen north-land, to pick up a 100-year-old sleigh. The real deal! They painstakingly restored it, and put axles and wheels under it, and installed a hitch, so they could hook it behind a three-wheeler. They put ABATE banners on both sides on the runners, and signed up for four Christmas parades. They were even asked to carry Santa in one of them!

Man I'm proud of those guys.  
Happy New Year!

With many best wishes for us all to find that extra 60%,  
Kris Cook  
State Secretary, Dixie ABATE of Alabama  
Alabama State Rep to the MRF



### Arizona

Dale "Animal" Dedrick  
MRF State Rep

MMA of AZ, ABATE of AZ and the Arizona Confederation of Clubs (ACMC) lobby teams are running a bill this year to re-establish the Motorcycle Safety Fund. This fund collects one dollar of all Arizona motorcycle registrations. It is to be used by the Director of the Governors Office of Highway Safety (GOHS) to implement and support voluntary motorcycle education, awareness, training and other programs. This may include the materials the MRO's and ACMC members use to promote safety throughout Arizona, especially in the Month of May. These items include bumper stickers, keychains, tri-folds, pencils and well as other handouts.

Congresswoman Kyrsten Sinema and her staff appreciate the support and contribution from the M.R.F. PAC as she was re-elected.

I would like to thank Megan and Paula for their help in this campaign.

The Motorcycles Day at the Dome is February 15, 2017 where we will meet and greet our members of the Arizona House and Senate.

We are providing lunch...photo ops with some great bikes and trike rides for the "brave" lawmakers.

The MRO's of Arizona are hoping that the State Anti-Profiling Bill will be sponsored next session.

Dale "Animal" Dedrick  
TINNERS MC  
Lobbyist ...A.C.M.C.  
State Rep...M.R.F.

### Colorado

Dale "Bear" Meade  
MRF State Rep

A repeal of the HOV/HOT lane transponder fees was a priority for ABATE all summer long. CDOT instituted a rule that motorcycles had to have a transponder on their bikes much like cars do. The problem is motorcycles are federally allowed to use HOV/HOT lanes. The transponders were actually free-- for \$35. ABATE, especially Bruce and Stump went to work for all motorcyclists and their persistence has paid off. CDOT changed their programming so mc's no longer need to have a transponder. Great job Bruce and Stump.

Colorado's legislative session will start up in January. Stump will be at the Statehouse getting all the new lawmakers up to snuff on the ABATE agenda. We will be working on issues such as: a red light bill, autocycle definition, the MOST program and motor-

## Around the States

cycle only checkpoints, as well as whatever our lawmakers throw at us. It's great to know we have somebody as dedicated as Stump to keep us informed of any new happenings, good or bad.

See ya on down the road,  
Bear  
Colorado MRF Rep

### Connecticut

Sandra Clark  
MRF State Rep

Here in CT, our State House Senate became party tied. We now have 18 Republican and 18 Democrat Senators. The last time there was a tie in CT like that was in 1893. I don't know what that means for motorcyclists, but local media is saying that it's a statement from the people that want lower taxes, more tourism, better budgeting, and improvements with infrastructure. I visited a website onthisday.com and looked up the events of 1893...looks like history repeats itself for sure! There were good days, bad days, interesting events that made me think "wow!" and other stuff too.

There was a lot of hype over Governor Malloy accepting Federal funding for the testing of mileage/odometer readers and for taxing CT motorists by the mile. The question was raised by many that own multiple vehicles as to how this was supposed to work? Would the readers shut off when we left the state? How would those entering our state be taxed and charged? Anyway, it seems that this idea has failed.

The October CT DOT Strategic Highway Safety Planning meeting went well. As new roadways are being repaired and re-done, we are seeing cable barriers disappear and guard rails or concrete barriers replacing the old "cheese graters". Public education and public service announcements were discussed. Since we've seen a few new messages posted on electronic message boards, it now has CMRA attending reps and volunteers hopeful that more can be done in May for Motorcycle Safety Awareness Month. Dialogue was also opened about lane splitting and filtering. The next meeting will be on January 24th, 2017. In the meantime, there are webinars and group discussions that are offered to interested attendees, that are being presented from various states. One gentleman said that if they set up the message boards to communicate with the public, they would have to consider putting the message in other languages too. After leaving the meeting and driving down the road, I did not see one single sign that was bi or multi lingual...therefore, to him we might have to call out bull\*\*it...

The upcoming session will be a long session here. Opens January 4th and goes into June.

ABATE of NY reached out this week and invited CMRA to participate in the NY Motorcycle Show in Manhattan in December. By the time you all read this, it will already have happened.

Currently there are 3 CMRA Reps going to the Leadership & Legislative Seminar hosted by ABATE of PA in January. It is always a great weekend!

Hopefully some of you reading this can check out the CMRA website and visit CT for the upcoming Legislative Dinner in March. If you can't attend but could consider helping out, there is a "Sponsorship Program" available for anyone willing to chip in. For information, visit [www.thecmra.com](http://www.thecmra.com)

Happy New Year!

Sandra "Little Sister" Clark  
MRF State Rep

### Indiana

Roberta Meyer  
MRF State Rep

Hello Indiana MRF Members,

Well the elections are over as you know. Indiana will have a new Governor and Lt. Governor. They are Eric Holcomb (Governor) and Suzanne Crouch (Lt. Governor). Hopefully we will have another "Ride with The Governor". We have a new US Senator, Todd Young and 2 new Congressmen, Jim Banks in District 3 and Trey Hollingsworth in District 9. There were no partisan changes in any of the above.

Our Indiana General Assembly started with Organizational Day on November 22nd. The opening Session is planned for January 3rd for the Senate and January 4th for the House. This is our "long session" with plans for having the Assembly meet for four months. ABATE of Indiana is watching for language on OHV helmets and is ever vigilant for other items of interest. Hopefully it will be a motorcycle friendly session. Be ready to act, things happen very fast!

Please go to the MRF website to look for ways to contact your legislators on the issues the MRF are interested in/supporting. It is really easy and you do not have to call them. When asked to contact them please try to. It is really important. Also, go to [abateonline.org](http://abateonline.org) to keep up with ABATE of Indiana.

I hope everyone got a new MRF membership for Christmas and you have plans for a new riding season. It will be here sooner than we think! That's it for now.

Keep Up The Fight!  
Roberta Meyer  
Indiana MRF Rep.

## Around the States

### Louisiana

Donnie Brown  
MRF State Rep

We have some nice fall weather down here in Louisiana. We just got back from our Louisiana COC meeting. We had a guest speaker, Double D from the Motorcycle Profiling Project, who came and spoke about grassroots organizing and bridging the gap between our SMRO and clubs and independents. He did a great job! I believe this will help boost numbers for our annual state lobby day that is coming up on April 10. We are working to get our numbers larger every year. Last year we had over 100 bikers and we are aiming to double that this year!

April 10 begins the Louisiana Financial Session and we are working to get some bills sponsored. We have been looking into our state funding for motorcycle awareness and aiming for some improvement in that area. We are also planning to work on a motorcycle anti-profiling bill. I hope everyone has a great holiday season!

Ride Free,  
Donnie R Brown  
MRF State Rep

### Massachusetts

Doc D'Errico  
Massachusetts Motorcycle Association Vice Chairman & MRF  
State Rep

Winter? What winter? Well, it's Massachusetts – wait a minute, and I'm sure it will be here...

An amazingly dry summer has turned out to be a beautiful autumn here in New England, and although we've finally gotten some rain, the temperatures have remained somewhat unseasonably warm – at least for much of the Commonwealth.

While the ski resorts have been rushing to produce artificial snow, many motorcyclists have continued to ride late into the season. For some of us, the winter doesn't mean "winterized" bikes, but perhaps reduced riding hours due to the potential for black ice. But it does mean an overall change in the attitude of people behind the wheels of cars and trucks.

Windows closed, heaters and radios blaring, the rush of late season construction projects trying to complete before the snows stop them completely mean that 4+-wheel drivers are no longer vigilant for 2 or 3-wheeled vehicles. And yet those 2 or 3-wheelers are now riding with complacent abandon based on a season of finely honed confidence.

Gone, too, are the billboards and other warnings to "Share the Road", hopefully to return in the spring.

What does all that mean? It means our accident and fatality statistics continue to climb, despite the warnings and communication.

And while your Massachusetts Motorcycle Association scrambles to alert riders to the late-season dangers, we've also been educating those who choose a "long winter's nap" for their rides, by releasing videos and other materials concerning winterization and other winter concerns.

Behind the scenes, and less publicly visible, our Legislative Committee has been hard at work preparing the Legislation for the 2017-2018 General Court that will open in January. Bills need to be filed by December 15th, and then the real work begins to garner sponsorship, support, and everything else, we all know too well...

Back in October, a Legislative Planning Session, at which our membership is invited and encouraged to participate, we defined an aggressive platform of Bills and positions which, while somewhat familiar to the last session, contains some tweaks, changes, and additions.

It's important to reinforce that your MMA's Board and Officers do NOT set the Legislative Agenda and Policy for our organization. We steer it, but the Legislative Planning Session is crucial to establishing that agenda. Unless supported by a majority of those in attendance, the issues are dropped or re-drafted until supported. Although there wasn't unanimous agreement on every issue raised, it was nearly unanimous on those few that weren't.

More details on this to follow in an upcoming issue of the MRF Reports once everything's been filed, but we have new Legislators to deal with, and new tacks on existing programs.

We look forward to some well-deserved time off around the upcoming holidays, although for some of us, it will be our biennial scramble to get the Legislation filed and supported. But we do wish every one of you a Happy and Holy Holiday – whatever you celebrate, and a Prosperous New Year!

Yours in FREEDOM,  
Doc

### Minnesota

Mike Berger  
MRF Asst. State Rep

With the elections now past, we're gearing up in Minnesota for the beginning of the 2017-2018 Biennium session of the state legislature. We'll be hitting the ground running with our A.B.A.T.E. of MN Bikerday at the Capitol event on January 25th. Bus transportation from around the state will be available, and by pre-registering for the event, attendees will have appointments already arranged with their state representative and state senator. Because of the now-finished renovations to the State Capitol Build-

## Around the States

ing, this is the first opportunity we've had in the past few years to gather all of Minnesota's motorcyclists under the rotunda, and it's vital that we have as many boots on the ground for this very important event. (Go to [www.abatemn.org](http://www.abatemn.org) and click on Calendar/Events for more information and to register.)

During Bikerday, we'll be pushing for support of our 2017 legislative agenda. We'll be asking legislators to:

Support no change to the adult motorcycle helmet law, which requires those under 18 and those on a learners permit to wear a helmet while allowing endorsed adults the choice to wear or not to wear a helmet while operating a motorcycle.

Oppose changes to motorcycle insurance requirements that would require motorcyclists to carry so-called "no-fault" insurance, a change that would cost the average rider as much as \$1500 per bike per year.

Curtail profiling of motorcyclists in Minnesota by ensuring that chief law enforcement officers, at the state and local level, establish and enforce a written policy governing the conduct of peace officers engaged in stops of motorcycle-riding citizens and forbids pretext stops that use supposed traffic infractions as an excuse to pull over a motorcyclist simply because they are riding a motorcycle or are wearing motorcycling apparel.

Most importantly, on opening day of legislation A.B.A.T.E. of MN will introduce a bill to improve motorcycle training and awareness through three distinct approaches:

- Require insurance companies to offer a 10% motorcycle policy discount to those who take a motorcycle training course.
- Require that all motorcycle training funds, which Minnesota motorcyclists pay into when obtaining or renewing a motorcycle license endorsement, be used for motorcycle training and awareness. Currently a portion of this money is placed in Minnesota's general fund.
- Establish a motorcycle awareness license plate (for all vehicles up to one ton trucks). Unlike other specialty plates, these plates have a message that would reinforce the importance of driver responsibility. This would be voluntary, with all costs covered by the user and a portion of the purchase price going to the Minnesota Motorcycle Safety Fund.

If you have any questions about the legislative agenda or about Bikerday at the Capitol, don't hesitate to reach out to me or to Todd Riba, A.B.A.T.E. of MN's Legislative Director. (You can reach him at 952-239-0929.)

Ride free!

Mike Berger  
MN Asst. State Rep  
(952) 334-6423

### Missouri

Amy "Sunshine" Allmon  
MRF State Rep

Please forgive me for misspelling Deb Butitta's name. I am still learning this new computer and auto correct is not always "correct" and my proofreading skills suck. That's the truth.

The Missouri Legislative Session does not begin until January. We were not successful in seating Brent Lasater for Missouri Senate District 11. Can't win them all; however, we are moving forward on plans for the 2017 session. The first order of business is to meet the new Legislators because many of our "go to" bill sponsors have termed out or moved to another office. Once again, we will concentrate amending the helmet law, failure to yield, and partnering with interested parties regarding texting and driving and hands free device use. Now that Missouri has a new Governor we are hoping for better results.

We have changed up our strategy in Jefferson City for the last few years. Instead of scheduling one day for all our members to attend a lobby day, we have a few people in biker leather roaming the halls every Tuesday and Wednesday every week. This has been noticed. The "Mike Sloan Memorial Motorcycle Awareness and You" ride to the Capitol will be May 2 and is open to everyone.

Don't forget Freedom of Road Riders has our own training seminar scheduled for March 11, 2017 at the Lodge of the Four Seasons in Lake Ozark, MO. If you need more info contact me, please make plans to attend the FEW (FORR Ever Working). Keep the Freedom Train Rolling and stay safe.

Abide!  
Amy "Sunshine" Allmon

### New Mexico

Annette Torrez  
New Mexico MRF Rep

We are preparing for our 2017 90 day legislative session. Our 14th Annual Bike Day at the Capital is scheduled for February 25. We are currently looking for a sponsor for our Careless Driving Bill. The purpose of this bill is to give New Mexico Courts sentencing options that better match the range of outcomes possible when someone has committed the act of careless driving.

Existing accountability options for people found guilty of careless driving include a fine, of up to \$300.00 dollars, and/or the possibility of probation or jail time, up to 90 days. While this is adequate in careless driving cases that only cause property damage or minor injury, it is inadequate in cases where the outcome is great bodily harm or death. With our bill, the accountability options will be increased. Guilty careless drivers who cause the death or great bodily harm of another road user could be asked to pay a fine, of up to \$1,000.00 dollars and/or serve probation or jail time up to 364 days.

## Around the States

We have also heard we may be facing a helmet bill. In 2015 we defeated two helmet bills, one was a mandatory helmet bill, and second was a bill which would require any motorcyclist who chose not to wear a helmet to pay \$697.00 on yearly registration of the motorcycle. Both of these helmet bills were being supported by the director of the Medical Investigators office and a group of trauma physicians who claimed un-helmeted riders were costing our state 40 million dollars in head injuries. Both bills were killed in the first committee.

The family of a nine year old Victoria Martin who was recently drugged, raped, arms cut off and body burned in a bath tub asked our motorcycle community to escort the hearse to her memorial service. When the location having the memorial service heard that hundreds of bikers would be in attendance, they voiced their concerns of violence. It was great to hear that the chief of police spoke up at a planning meeting for the event and stated "where these folks gather there is never any problems, they do a lot to support our community." There were over a thousand motorcyclists attended two events in honor of the victim and family of this horrible tragedy. The grandmother of Victoria told us she was always afraid of bikers, but know she sees us as family.

We have had an increase in motorcycle crashes in New Mexico. To date we have had 218 motorcycle crashes reported to the NMMRO with 43 fatalities for 2016. At this time last year we had 161 crashes reported to us with 23 fatalities. I heard from an insurance agent that motorcycle insurance rates are higher in our states then other states because of our loss of ratio.

Annette Torrez  
New Mexico MRF Rep

**Pennsylvania**  
Mary Dixon  
MRF Asst State Rep

The election is now behind us and we are moving forward. Thanksgiving and big Black Friday sales are also behind us. Depending when you receive the new MRF Reports in the mail, Christmas will also be in the history books for another year. One thing is for certain - time stops for no one! Here in PA, on the legislative front we have another win to celebrate! On November 4th, Governor Tom Wolf signed Daniel's Law into law. Quoted below are Governor Wolf's thoughts on signing this into law.

"I am proud to sign HB2025 into law which enhances the penalties for distracted driving in Pennsylvania that results in a severe injury or death. This behavior which has been allowed to go under punished for far too long, has been demonstrated to be just as dangerous as drunk driving. Distracted driving has fatal, irreversible, and grave consequences and by signing this bill, I hope to make our roads and highways safer for our citizens and everyone using them."

For those that may not know, this law is named for Daniel Galatin, a father, grandfather, military veteran and fireman of nearly 40 years who was killed in May 2013 when his motorcycle was struck from behind by someone who was texting while driving. A few statistics to share with you according to the National Highway Traffic Safety Administration, 3,328 deaths were caused by distracted driving nationwide in 2012 and approximately 421,000 people were injured in accidents involving a distracted driver. Here in PA, more than 14,800 crashes in 2015 were caused by this practice, resulting in 66 deaths. We need to make sure our drivers are aware of the consequences of distracted driving, to eliminate so many deaths caused by this dangerous behavior. PA has been successful recently with the passing of Daniel's Law and Ride on Red. Being a member of both ABATE of PA and the MRF I understand AND value my involvement in both organizations! On the MRF front, I was able to get Rep. Glenn Thompson signed on as a co-sponsor for H.R.831 which addresses the issue of motorcycle profiling. I am very excited about this! I met Rep. Thompson at Bikers Inside the Beltway last May and it felt good knowing he is on board with the work we, the MRF are doing!

I also want to send out a big THANK YOU to the people that had a part in the Super Fuel for the Road cookbook project! I have enjoyed looking at all of the recipes from around the 50 states! On that note, it is my hope that all of you reading this have a very safe and blessed holiday season! I'm looking forward to seeing what 2017 has in store for all of us!

Mary Dixon,  
MRF Asst. State Rep

**South Carolina**  
Michelle Holcomb  
MRF State Rep

South Carolina is warm and riding season continues. As of now there have been more than 50 scooter deaths. This continues to be a big issue. Not only are riders dying, but those stats are added on to our motorcycle deaths. There are several tourist destinations here, such as Myrtle Beach where scooters are out in droves. It is a big money maker for dealers and renters of scooters and an easy mode of transportation. It does not require any insurance. Therefore, if you are struck by one, the cost of repairs and injuries is on you. This is what causes our insurance to be high because we are paying for the uninsured and under insured here. This is an issue we will be working on this legislative session.

Since the election we have had a little shake up here. Nikki Haley our present Governor, has been chosen to sit on Trumps cabinet as Ambassador to the United Nations. She will be replaced by the Lt. Governor Henry McMaster. Hopefully he will be as biker friendly as Nikki has been. We wish the best of luck to Nikki as she takes on her new position.

## Around the States

Our helmet law support rally in November was a big success. Thanks to all those riders and speakers who attended. Ralph Bell our state coordinator, continues to be a great asset to ABATE of South Carolina. He is well known and well liked by everyone and works hard to make sure all riders are safe and free here in South Carolina. He is also a big supporter of MRF. We continue to work well together and I foresee that to continue in the future.

Many toy runs are being held all over the state. ABATE members all over the state support these runs and get the ABATE name out there. On behalf of ABATE of South Carolina I would like to wish you all a very Merry Christmas, Happy New Year and Happy Hanukkah. I am sure we will have great things to come in 2017.

Michelle (Shelly) Holcomb  
MRF State Rep.  
South Carolina

### Tennessee

Ed Domine  
MRF State Rep

Sometimes you just have to put things into the right perspective.

I was planning on writing about the never-ending presidential campaign...it's the end of November, and they're still counting votes and arguing about the election.

But then Eastern Tennessee caught fire – literally.

Although I'm a safe distance away, I've got some close friends in Gatlinburg, and many of our CMT/ABATE members live in the area. Coming immediately after Thanksgiving, I've got to reflect on the things to be thankful for. Thankful that my friends in Gatlinburg are safe and their home was relatively unscathed – How many lost everything this week? Thankful that the fires are now mostly out, or at least under control. Thankful for the fire-fighters, rescue workers and the many volunteers that have rushed to the area to help where they can.

In the weeks and months ahead, Tennessee, and the Pigeon Forge / Gatlinburg area will face the task of cleaning up and rebuilding. There are multiple funds already set up to assist the region, and I anticipate that there will be some motorcycle runs and events over the next few months to help out as well. The "Volunteer State" will rise to the challenge, and I expect that Tennessee's "Gateway to the Smokies" will soon be as good as new.

On a more upbeat topic, we are starting off a new year, and like every year, we are starting it with our annual New Year Kick-Off Banquet / Dance / Party. This will be on January 21st, in Nashville (see [www.cmtabate.com](http://www.cmtabate.com) for details). Once again, the party will be preceded by a Legislative Brainstorming Session & Update, starting at 2:00 that afternoon. Come early to get fired

up about our legislative agenda for the year, and stay to cool down at the party.

One item that I know will be on the agenda for 2017 is our next effort at modifying Tennessee's mandatory helmet law. We had a great effort last year, but ran into a couple of roadblocks. We need to plan how to get around those this time.

I hope to see you there, but until then...

Ride Free  
Ed Domine  
MRF State Rep  
CMT/ABATE

### Texas

Rick Boland  
MRF State Rep

I am starting off by letting ya'll now that Skee Dobson will be the new Texas State Rep for the MRF. I will be an Asst. Rep and we have added David "Trainwreck" Bryant as an Asst. Rep also. Robin Warfield is also an Asst. Rep. Thanks for everyone for stepping up.

So I got invited to attend a summit in Austin on behalf of Texas ABATE. The summit was about distracted driving and how we can help prevent it. Well to make this short it was about more laws and how to enforce them. Well a law will not work and has not worked in any city that has one. I drive 18 to 2 wheels and see it everyday. Well their answer to enforcement is to put officers on a city bus and drive down the highway and take pictures of the people texting and driving. Really, and then fine them and if they agree to buy a hands free device for phone calls and so forth they will drop the fine to court costs. Question was asked about the 2nd offense. Officer can not recall any or they have not been caught again. Oh the agony of it all. More laws that is all we need. Unenforceable laws. They brought up educating but did not go any where. The brain surgeon was very informative. He says hand free devices do not work because your brain is still not paying attention to your driving while on the phone. Made his point and made a lot of sense. So that just cancelled buying a hands free device to beat a fine. So more bureaucracy at work. You can make your own conclusion on this matter. Rick Boland MRF Rep.

TEXAS New MRF State Rep: Skee Dodson

Texas is one of the states whose legislatures hold scheduled meetings only every two years, instead of every year. The three other states that hold biennial legislative sessions are Montana, North Dakota and Nevada. Because Texas legislature only meets in odd number years (2015, 2017, etc.) it can become very fast paced, and often bills just run out of time and die in their committee. Take for example in 2015 (84th Legislative Session) Texas had one bill that the Governor signed, SB-754, that we dubbed our "money bill"! The US Defenders/C.O.I.R., Texas COC&I, Texas Motorcycle Safety Coalition, Texas ABATE, and several

## Around the States

other motorcycle organizations worked very hard to get this bill passed (for several years), which would assure that the millions of dollars that were collected for motorcycle license endorsements would actually be spent as it was designated to be spent, on motorcycle safety programs, training, and "Share The Road" campaigns. SB-754 was filed on February 24th and was finally signed by the Governor on June 16th. Now it is our task to monitor the spending and implementation of SB-754. No legislation in Texas lasts longer than 140 days, which is not long enough (in my opinion). Two bills, that we were optimistic about in 2015 did not make it out of their committee. A lane sharing (lane splitting) bill and a malfunctioning red light (dead red) bill. We hope to have these two bills plus an (anti) motorcycle-profiling bill introduced during our 85th legislative session. We are also hopeful for a state autocycle bill, which would classify and register autocycles as...autocycles. On January 23rd several hundred Texas motorcyclists will ride together to the State Capitol, march up to the south stairs for some very important speakers, and we will, once again, fill the galley of the House and Senate floors to be recognized by our elected officials! Monday, January 23rd, is our 2017 Legislative Day in Austin, Texas! Thank you Texas Legislative Strike Force, and everyone involved.

We only do this every two years so we try to do it right!

The Texas Confederation of Clubs & Independents cordially invites you to attend our Texas Legislative Day 2017 which will be held in Austin, Texas on January 22 and 23, 2017. The Texas COC&I is a grass roots political organization who are fighting to protect your right to ride free of harassment and profiling in the State of Texas. We are working on three items for the 2017 legislative session; Red Light Safety, Lane filtering and Anti-Motorcycle Profiling.

Our guest speakers:

Double D - Motorcycle Profiling Project

Megan Eckstrom - Vice-President of Government Affairs & Public Relations, the Motorcycle Riders Foundation

Mark Gonzalez - "How a Biker Gets Elected" - District Attorney, Nueces County, Texas

Senator Kirk Watson - District 14

Senator Don Huffines - District 16

A flyer is in the works, anyone wanting to make hotel reservations now can choose from the following: 1. Crowne Plaza Address: 6121 North Interstate Highway 35, Austin, TX 78752 Phone: (512) 323-5466, use block code "TCI" for reservations. 2. Habitat Suites - GROUP CODE LEGD17, 500 E. Highland Mall Blvd, Austin, Texas 78752, \$93/ per night (each suite has separate master bedroom w/ pull out couch in living room. and kitchenette) Includes: Parking, free WIFI, breakfast, and Happy Hour 3. Country Inn & Suites Austin - LEGISLATIVE DAY 14620 North IH35,

Austin, Texas 78728, \$92 / night (Includes: breakfast, free WIFI, each suite has separate master with pull out couch in living room and kitchenette.)

It's time to have a courageous conversation with our elected officials. Obviously, in the aftermath of the recent elections our entire political system is proof positive that a definiteness of purpose can accomplish great things. We are that and more. Unity of all riders in our State, a clear and concise vision of where we are going as a movement, and the perspiration and effort to make it happen is a winning formula!

Come join us and bring your friends.

... we MUST unite to PROTECT our Freedom to Ride

Robin "Queen Vicius" Warfield  
Texas C.O.I.R State Lt. Commander  
North Texas Regions 2, 5 & 9 Strike Force Legislative Coordinator  
Motorcycle Riders Foundation (MRF) Texas Asst Rep

### Virginia

Wes Hurst  
MRF State Rep

Virginia the proud sponsoring state for this year's Meeting Of The Minds will be having an organizational meeting in December 3rd.

This year's traditional Lobby Day held in January has been postponed due to limited legislation for 2017, since the main efforts are to concentrate on the helmet reform in 2018 with new state governor elected at that time.

Still continuing the effort to complete last year's effort on the auxiliary lighting bill and will have this once again brought up in the General Assembly since the VASP have worked as well with this as hoped so we continue to stand by pledge to "DING!" Dig In Never Give In !

Hope all our friends in MRF have a safe and happy holidays !

Wes Hurst  
Virginia

### Wisconsin

Joe (Wizard) Stanek  
MRF State Rep

Congratulations to the winners of the federal and state elections, and thank you to all the candidates and supporters that made the sacrifice in time and effort to give us the opportunity to choose who we want to represent us. Whether your choice won or not, it appears that many friends and supporters of motorcyclists survived the chaos. Hopefully we will be able to make it through the rest of the current legislative session without needing to fight anything that can negatively affect motorcyclists.

## Around the States

In Wisconsin, Senator Johnson and our friends in the House of Representatives were elected to continue working in Washington DC. They are being joined by newcomer Mike Gallagher from the Wisconsin 8th Congressional District. We are planning on sending up to four ABATE members to Washington DC in February to meet with the winners where we hope to build a new working relationship Congressman Gallagher.

Our state legislature will look much the same as it did last session. Most of our friends were re-elected but we will have a few new relationships to develop. ABATE's Lobby Day will be a great time to introduce the new legislators to our agenda, although we hope that the friendships were started even before the votes were cast. We anticipate some struggles to get our agenda items passed during the next legislative session so we will need all the support that we can get.

Of course there is not much progress with our agenda items in the state. Steve Panten, our state Legislative Committee Chairman, met with the governor's office to discuss what we are trying to accomplish with an autocycle bill. It was a great meeting but he does not expect much to come from it. We still believe it was positive to be able to converse with them about our objectives. Our ROW (right of way) Violations and Black Box bills were on hold until after the election, but Steve expects that we will meet with the bill authors early in December to discuss strategy and prepare a bill draft.

Our Wisconsin motorcyclists' Lobby Day is set for February 23rd. You all understand that we know how to really do this right. Busses will be hired and scheduled to bring us into Madison, the state capital. For the Wisconsin members, please make arrangements to attend and help bring "volume" to our voice in each of your legislator's offices. There is strength in numbers and we do tend to positively

impress our public representatives. ABATE of Wisconsin has set up Grassroots Lobby Training classes in 5 of 8 districts and I encourage members of adjacent districts to attend. See more detail on these in the state paper or contact me at MRFRep@AbateWis.org or your District Representative.

Thanks to Bill Kingsley, I had an opportunity to have a conversation with Wisconsin Supreme Court justice Annette Ziegler about Act 466. She was very interested in the drivers' awareness training aspect of the bill. I explained the issue that we are having with Judges and District Attorneys throwing out the ROW violation when negotiating plea deals in the event of a criminal case. We will be presenting her with an outline describing how we would like to see things handled moving forward. This meeting was a great example of building relationships. She was a great contact that we met and I look forward to working with her in the future.

Last month Dave Dwyer was able to present the ABATE and MRF agenda to the AMA during their District 16 banquet. We thank the AMA for that opportunity. It's a great chance to reach out to a group with similar interests.

One of our very own was recognized for his expertise in autonomous vehicle technology. Congratulations to Ric Mellon as nominee to the Federal Department of Transportation's Advisory Committee on Automation in Transportation. Ric has been following this technology and has become an expert on recognizing where it is headed. He has presented this information at the Motorcycle Riders Foundation Meeting of the Minds as well as to other groups. Congratulations Ric. We really hope he is appointed.

Joe (Wizard) Stanek  
MRF State Rep

## Rebel on the Highway continued

Felicia Morgan, motorcycle gypsy and Mayor of Fun, Bean're, biker musician Charlie Brechtel and more. Some of the bikers are playing roles like engine builder Berry Wardlaw (Accurate Engineering), who plays the archangel Michael and Frank Verbeck, actor and director, who plays the devil. I actually have an ideal part, playing the role of the biker god in the movie. Not exactly typecasting, but I'm happy to give it my all. Blues musician Charlie Musselwhite plays my archangel Gabriel, along with my constant side-kick, Milwaukee biker Jim Mead, who plays Raphael. Famed Hammond B3 organ bluesman Deacon Jones is cast as the Voodoo King. Also, bike builder Nicky Bootz of Melbourne, FL, has a vital role as one of the Devil's sidekicks.

The movie is a product of the creative mind of Charlie Brechtel, and he travels all over the country with his pal Big G, plagued by strange occurrences and confusing encounters with Satan. It's a rich plot with many twists and turns, culminating in an epic race to save Charlie's soul from the devil. It's the age-old struggle of good versus evil, God versus Satan. Racing for Charlie's salvation is none other than top gas fuel racer, Bandido Rockstone, on his famous Turtle Bike.

We shot the final scenes the last week of October, filming in San Andreas and Angel Camp. A call for extras went out for the Saturday race scene, filmed at The Dam Ranch, near Angel Camp. Over 100 bikers rode up Pool Station Road in the early morning hours, lining up on a single-lane path that leads to a quaint house, one of several on ranches owned by Dennis Sanfilippo. The film crews were positioned along the roadway and a drone was used for some aerial shots. It was a crazy scene, as the Devil and Rockstone raced along the narrow path at high speed with spectators lining both sides of the road. It was a race signifying the triumph of good over evil.

Other scenes included a blues jam session filmed in San Andreas, God and Raphael riding up Pool Station Road to meet with Gabriel, who was holding Charlie Brechtel and Big G at an intersection, and the Voodoo King, played by Deacon Jones, in a vital scene inside the house. It was a great experience shooting these final scenes, culminating in a Halloween party at the Hellbent MC clubhouse in Sacramento on Saturday evening. Part of the magic in casting this movie was the way things seemed to come together. Without too much forethought, some motorcycle clubs effortlessly melded into character as happened with the

*continued page 34*

# 2016 MRF MOTM Awards

## Texas



*In recognition for First Time Attendance at Bikers Inside the Beltway: ABATE of Texas*

## North Dakota



*In recognition for their continued support of MRF Leadership: ABATE of North Dakota*

## South Dakota



*In recognition for coordinating the Whitewood Social Hour: ABATE of South Dakota*

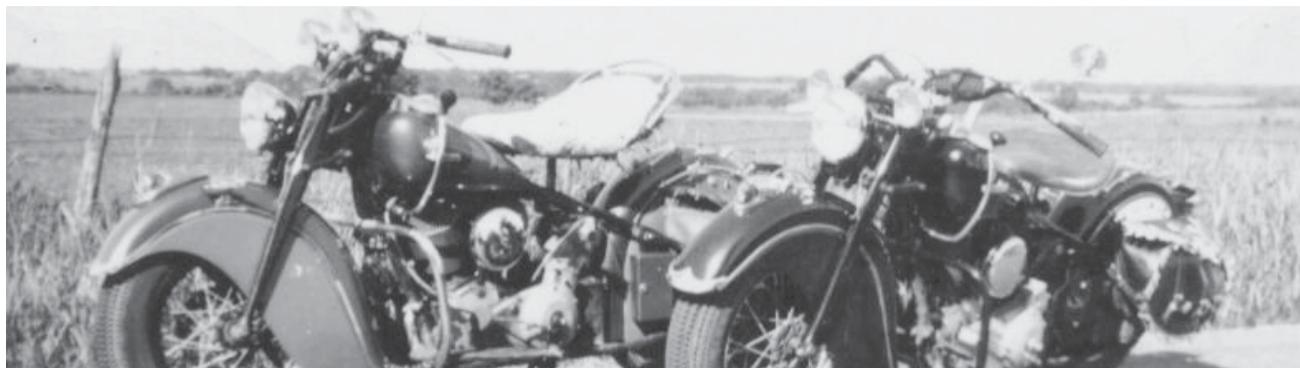
## Rebel on the Highway continued

representative clubs representing god and the devil. The Saints MC in Milwaukee was god's chosen club. Meanwhile, Hellbent MC in Sacramento backed up the Devil. These are real clubs and the fit was natural and perfect for the script.

I can't tell more because I don't want to give the plot away, but this is certainly a film that could achieve cult-classic status, just be-

cause of who is in it. There are even some cameo appearances by Easyriders editor Kim Peterson and Woody Woodruff, owner of the Buffalo Chip.

Watch for premieres of this independent film coming next summer.



# 2016 MRF MOTM Awards

## Minnesota



#3 SSMRO in Individual MRF Memberships - ABATE of Minnesota

## Pennsylvania



#3 SSMRO in Sustaining MRF Memberships - ABATE of Pennsylvania

## Virginia



#2 SSMRO in % Membership Growth – ABATE of Virginia  
#2 % Membership Growth – Virginia Coalition of Motorcyclists

## Pennsylvania



ABATE of Pennsylvania for passing "Honoring Our Vets" license plates SB285

## South Carolina



ABATE of South Carolina for passing S689 correcting a law that required a parent or guardian on the back of a bike with a person with learners permit and H3788 state lemon law to include motorcycles

## New Mexico



NMMRO New Mexico petitioned the state Supreme Court concerning one of the county sheriffs barring club colors from the court house.

# The Motorcycle Industry Introduces a Quality Label for Rider Training

Reprinted from <http://www.fema-online.eu>

Most motorcyclists take some form of initial training to get their A licence, but for a lot of riders this is not enough. They want to keep learning and follow advanced rider training courses. But how do you know which training provider to pick?

ACEM, the European association of motorcycle manufacturers, together with the German Road Safety Council DVR, launched a new European Training Quality Label that could help motorcyclists choose the right advanced training.

To find out more about the quality label, FEMA interviewed Dr. Veneta Vassileva, safety coordinator for ACEM. We also talked to Arjan Everink from Dutch motorcyclists' organisation KNMV (the first to receive the certification) and to Jesper Christensen from FEMA's member organization SMC Sweden, a large provider of advanced rider training.

## Why is ACEM involved in the European Training Quality Label?

Veneta: "The motorcycle industry considers that powered two wheelers safety improvements could be realized only by truly applying an integrated approach encompassing vehicle technology, human factor and infrastructure. Even the most sophisticated motorcycle, equipped with the most advanced technologies available in the market, will not bring substantial safety benefits if the rider does not share the road with other road users in a responsible and safe manner. Two years ago the industry launched a renewed motorcycle safety strategy calling for an inclusive approach towards motorcycling and inviting authorities to integrate powered two wheelers in their national safety and mobility plans in order to benefit from all advantages offered by powered two wheelers to the society. The industry strategy reflecting upon the integrated approach has three main pillars: vehicle technology, country tailored policies and rider training. Under the umbrella of training pillar ACEM has joined forces with the German Road Safety Council (DVR) to launch the European Training Quality Label for post-licence training."

## Why is post-licence training important to ACEM?

Veneta: "Available studies have consistently showed that human error is the most frequent accident causation factor. Obviously the efforts should be orientated towards cultivating safety culture for all road users including powered two wheeler riders. Training could play a significant role in this process. Therefore the industry has always been in a favour of life-long training incorporating initial rider training, training of riders upgrading to more powerful bikes, training of holders of B licence using the equivalence op-

tions and last but not least post-licence voluntary training. Post-licence training programmes focusing on safety, hazard perception and risk awareness could help especially 'reborn' riders (i.e. people who stopped using a powered two wheeler for a prolonged period of time) to come back to motorcycling safely."

## What is the advantage to the training supplier to have the European Training Quality Label?

Veneta: "I think it is important to stress that that the European Training Quality Label is awarded to a specific programme, not to the institution or the training school that delivers it. A training provider offering the same training programme in different locations should only apply once. On the other hand, training providers offering the same programme could apply together and share the costs for the application procedure. Training programmes awarded the European Training Quality Label gain high visibility at European and national level. The motorcycle industry and the German Road Safety Council supported by users' organisations like FIM and FIA, use their communication channels to promote the European Training Quality Label in Brussels and across Europe. We have engaged some dialogue with Insurance Europe to seek their collaboration to encourage riding schools across Europe to embrace further this European initiative. In addition, awarded programmes could be supported at national level by the industry in terms of general cooperation agreement, availability of training with newly purchased vehicle, just to mention a few. To sum up, awarded programmes are more attractive for riders which represent new business opportunity for riding schools."

## How are the training schools tested when they apply for the European Training Quality Label and what specifically are the inspectors looking for?

Veneta: "The European Training Quality Label is open to any organisation based in Europe willing to submit their training programmes for evaluation (riding schools, manufacturers, public bodies). There is a set of stringent criteria in four main categories: content of the training programme, methodology, qualification of trainers and quality assurance. DVR experts make the first assessment (by documents provided in English or German) and if the result is positive they pay a visit to the training school and evaluate the programme on site. To get the European Training Quality Label the programme should obtain for each category at least 40 percent or in total 60 percent is required."

## What are the costs for the training supplier to obtain the European Training Quality Label?

Veneta: "The fee for the initial application including the inspection of the programme on site is €6,000 and should be borne by the

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## Quality Label for Rider Training continued

applicant. The fee covers the expenses related to the work of independent experts working for the German Road Safety Council, which is a non-profit organization. Even more, the industry has decided to support financially the early birds by covering 50 percent of the application fee for the first five candidates."

### Once a training school has the label, how often is the quality checked?

Veneta: "The European Training Quality Label is granted for a period of four years and could be renewed. What is more important to guarantee that the high quality is maintained, is that there is a system of annual monitoring, meaning that DVR experts make evaluation checks on an annual basis."

### Are training schools that do not have the European Training Quality Label bad schools?

Veneta: "The short answer is no, but let me elaborate on this. The European Training Quality Label was launched in September 2016 and we are in the beginning of the implementation. It would be irresponsible to state that all the programmes that have not been awarded are 'bad' programmes. Many of them are probably very good. On the other hand, motorcycle riders can be sure that the programmes that have received the label are actually excellent post-license training schemes."

### What does the European Training Quality Label mean to riders?

Veneta: "Nowadays there are hundreds of post-license training schemes available in Europe, but unfortunately the quality is really heterogenous and it is not an easy for riders to make an informed decision. The European Training Quality Label guarantees that the training riders will receive is of high quality and that safety is the key component of the training programme. We do hope that this European initiative will encourage riders to follow post-license training and become safer and more responsible road users."

### Which are the first awarded programmes?

Veneta: "On 7th September 2016 there was an official ceremony at the ACEM Conference for the first labelled programme 'Early perception risk' offered by KNMV, a Dutch motorcyclists association. Now we have also 18 German training programmes holders of the European Training Quality Label and some more are on the pipeline, like the French Training Association AFDM, the Swedish

motorcyclists' organization SMC and the Austrian Automobile Club ÖAMTC. As you can see, this initiative is gaining momentum and we will continue to work in this area hopefully with the support of other stakeholders. I would like to seize this opportunity provided by FEMA to invite training providers from across Europe to apply for the European Training Quality Label and to help us to make it a success story."



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