

# ABATE OHIO



AMERICAN BIKERS AIMED TOWARDS EDUCATION



# OutSpokin'

DECEMBER  
NEWSLETTER  
2024



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To Ride With Us!

# ABATE of OHIO

The mission statement of ABATE of Ohio is to promote and defend motorcyclist's freedom, safety and awareness through education and legislation to make Ohio the best place to ride.

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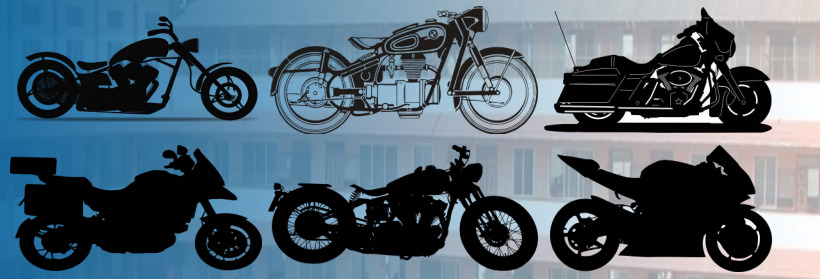
*ABATE of OHIO encourages all members to submit letters, articles or cartoons they feel may be of interest to fellow members. ABATE of OHIO supports the rights of ALL motorcyclists, ABATE of OHIO does not endorse any products or services other than its own.*

## DISCLAIMER

*The thoughts and opinions expressed in this newsletter are those of the individual contributors alone and do not necessarily reflect the views of the ABATE of OHIO board and it's members.*

# EXECUTIVE DIRECTOR

Ed Schetter



The election season is over and it is the Christmas Season again. (I know I'm writing this at the beginning of November, but if the stores are selling Christmas decorations then I'm saying "Christmas Season")

First, I want to say that I am happy that I can now watch the Buckeyes play on Saturdays and see ads for beer, fast food, munchies and drugs that have a list of side effects so bad that I'm surprised anyone would use them instead of political ads (which I have also found have many negative side effects when watched for too long.) I should now be able to log on to social media without seeing a political rant about how bad someone sucks worse than they do.

Now back to the election. It is over. It is time to look at each other and say sometimes we must agree to disagree at times and it's now time to work together to move this Great Country forward. This goes for States, Counties, Cities, Etc. also. This divisiveness must end. It is time to put this negative thinking aside and do what we know how to do. We are freedom fighters and if we are going to fight to keep the rights we have and get back some of those we have lost we need to work with legislators that are willing to make the hard decisions, set aside the wishes of high dollar special interest groups and do what is best for our country, state and the citizens that live here. We are also going to need people willing to stand up and tell government, "I am a taxpayer, you work for me and I'm not happy with the job you are doing. Now get out there and make this country and state better. That is your job." Not a bunch of people that will passively sit by, letting others fight for their rights, and hope for the best. This is not a liberal or conservative thing. Not a political party thing. This is an American thing and an Ohioan thing.

I look forward to the seating of the 136th Ohio legislature and the opportunity to stand with my brothers and sisters and make this state an even better place for bikers to ride and enjoy. Remember, a new legislature means we have to start again on the legislative process. We know how to make change happen, we've proven before and it's time to share that knowledge with others and have them join us in that quest.

Take this special time of year and spend it with friends and family. These are the times to make memories that you cannot get back. It's time to re-charge during the holiday season. Thank you for all the time and effort you put into ABATE. We would not be where we are without you. Let's be ready for great things in the New Year.

By the way, I hear an ABATE of Ohio membership make an excellent Christmas gift (or any other holiday.)

HO, HO, HO

Enjoying the Ride,  
Ed Schetter  
Executive Director ABATE of Ohio Inc.



ABATE of Ohio  
Election of State Officers 2024

Here is a list of the candidates that have been nominated for State Office starting in January 2025 and accepted the nomination. All offices are 2-year terms. All nominations will remain open until the December BOD meeting. A vote for all offices except Chairman of the Board will be help at that time. Chairman of the Board ballots will be mailed out in December so the membership can vote for the office.

The nominations are as follows:

**Chairman of the Board:**

Sherry Hill  
Write In

**State Government Relations Director:**

Lionman Dodge  
Write In

**State Safety and Education Director:**

Sherry Hill  
**Write In**

**State Newsletter Director:**

Donna Samm  
Write In

**State Products Director:**

Write In

**Ohio MRF Representative;**

Sherry Hill  
Write In

**ABATE of Ohio Foundation Board Seat A:**

Tim TJ Johnson  
Write In

If you wish to nominate someone to an office, please e-mail me at [enjoyingtheride1@aol.com](mailto:enjoyingtheride1@aol.com) to make the nomination. Please allow time to verify the nomination.

Thank you,  
Ed Schetter  
Executive Director







# SAFETY EDUCATION

Hello from the Safety & Ed Director Desk,

We have all made it to December, well not all of us and the new year is around the corner. My bikes are in hibernation, and I am reflecting on how the year has gone.

This year we have had way too many fatalities due to speed #1 and failing to negotiate a curve #2 on the list and that is from the OSHP crash stats. Luckily my friends who had incidents this year are alive and still around. We need to do much better at riding safely, within our skill level and next season maybe think about taking a refresher course or an advanced riding course. I guarantee you WILL learn something and maybe it will save your life.

Abate of Ohio and Motorcycle Ohio have a very long history of supporting each other. That is not going to end now or in the future. Mike Stock worked very hard to keep us together. I was invited again to attend the Stakeholders Meeting in Columbus at the Department of Public Safety on October 23<sup>rd</sup>.

We heard first from OTSO and the grim statistics that over the past year's fatalities due to speed and errors in judgement have not gone down but have been steady from year to year.

My presentation consisted of informing the attendees of Abates Legislative wins for 2024 and assuring them that we will remain a steadfast partner with Motorcycle Ohio. At the end of my presentation, I asked this question: What can we do?

What can we do to prevent fatalities or at the very least get them to head in a downward projection. I suggested that we form a motorcycle coalition or advisory council made up of key people from ODPS, OTSO, OSHP, ODOT, Abate, AMA, Motorcycle Ohio and others that are relevant to motorcycle safety.

It was so well received that we are already in the planning stages of that Council as I write this. Our key people are Michele Piko State Coordinator for Motorcycle Ohio, Bob Davis Grassroots Manager for the AMA and myself.

I am excited to begin this new journey here in Ohio with so many educated, passionate people within the motorcycle community and beyond. I will keep you up to date on our progress as we are doing this for every one of you and every citizen in the great State of Ohio!

Several other notes before I finish 2024. Our Abate Seminar is around the corner. I have asked this in the past, what do you want to see or hear at your seminar. Let us know!

Motorcycle Ohio had another great year of training over 12000 students and the numbers were steady from the prior year. They are still tweaking the new ARS (Advanced Rider Skill) class, and they are hoping for a later 2025 roll out date. I will let you know. If you think you would be a great instructor give MO a call, they'd love to hear from you.

In conclusion, I hope that this year has been a good one for you. May you have a most blessed holiday season, be thankful for those we still have and thankful for loving the ones who are no longer with us. Pray for our great nation going into 2025.

Merry Christmas and Happy 2025!

Take care,

Sherry Hill, Safety & Ed Director

On October 23, 2024 Motorcycle Ohio had a meeting of it's stakeholders. Sherry Hill, ABATE of Ohio Safety and Education Director and MRF Rep, and Ed Schetter, Executive Director, were in attendance. This meeting was to update us on Motorcycle Ohio and review the safety statistics. Sherry Hill was one of the presenters and spoke about ABATE of Ohio's Legislative activities. ABATE of Ohio was presented an award for Distinguished Service. ABATE of Ohio helped write the legislation to create Motorcycle Ohio in 1988, has defended its funding several times and will stand vigilant to ensure affordable motorcycle training in the State of Ohio.





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ABATE OF OHIO, INC. PRESENTS

# 2025 SEMINAR MOTORCYCLE



## SAFETY & AWARENESS EDUCATION

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SEMINAR PRE-REGISTRATION CUT OFF DATE JANUARY 24, 2025  
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# Join us in Shreveport!

MOTORCYCLE RIDERS FOUNDATION  
**MEETING OF THE MINDS**



Shreveport, Louisiana  
September 25-28, 2025



**41ST ANNUAL**

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- ✓ Protect the right to modify
- ✓ Protect the internal combustion engine
- ✓ Maintain the availability of fuels not harmful to motorcycle engines
- ✓ Fight End of Life Directives

Join your independent motorcycle business owning peers to protect our investment and the future of motorcycling. The *Independent Motorcycle Aftermarket* works with the Motorcycle Riders Foundation and has your back!



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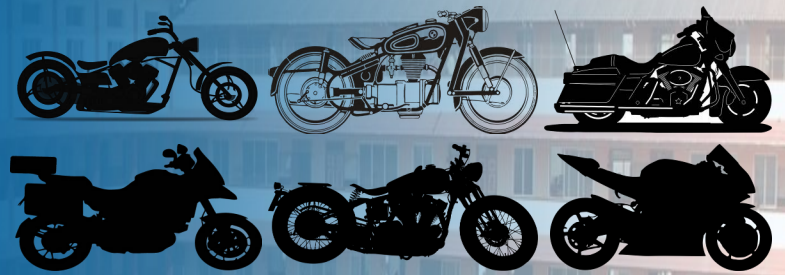
*FAMILY-RUN, VETERAN OWNED.*

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# LEGISLATIVE NEWS



Thank goodness the elections are over. Whether your candidates won or lost, it will be good to no longer be bombarded during almost every commercial with all the ads and mudslinging. But how did the election affect ABATE of Ohio Inc. as far as promoting and protecting our rights to ride free on what make, model, style or power produced vehicle we want to ride? There will be a lot of analysis on the local, state and federal levels as time goes on, but you can count on the fact that we are always monitoring what is going on with all legislation that affects us, and we will provide you with a first look synopsis of what we know as soon as we get it.

Coming up next on the legislative front, there will be a short return to Columbus by our currently elected officials for last-minute legislation that has to be completed before the current legislators conclude the 135<sup>th</sup> General Assembly. During this time, which is known as "a Lame Duck Session", anything can happen. We will be providing input and following what is happening on the state and federal levels as best as we can. Anything not completed this year will have to be reintroduced next year. We are prepared for this.

We are already corresponding with all the winners to remind them or inform them of who we are and what we do, and requesting meetings to advocate for our cause. We are also sending out thank you messages to those who lost that helped us during the term of their service.

Whether Congress is in session, or on recess, you can rest assured that ABATE of Ohio Inc. is always watching out and fighting for your rights!

If you have any questions, feel free to email me, and I will answer them as best as I can.

*Lion Man*







## **Hello MRF Members & Future Members!**

I want to wish everyone a Merry Christmas and a Happy New Year 2025! By now those here in Ohio have most likely put our babies (motorcycles) into hibernation for the season.

Several things that have come across my desk:

The IIHS released a study claiming that since the mid-1970s more than 20,000 motorcyclists would have survived crashes had they been wearing a helmet. In total, the IIHS report says, 11% of motorcyclist's fatalities over nearly 50 years would have been prevented by helmet usage. Take that how you want but I don't think they have a crystal ball that tells them this and I am just unsure about the whole thing. This report demonstrates that motorcyclist fatalities are a growing concern for policy makers.

### **50 Years of Motorcyclist Rights**

10/18/24:

Easyriders magazine editor Lou Kimsey made a plea in issue #3, October 1971, for bikers to unite to fight impending restrictions by joining a new national organization called the National Custom Cycle Organization. However, because of a conflict with the acronym, the name was changed in February 1972 to A Brotherhood Against Totalitarian Enactments (ABATE). Easyriders began granting state charters around 1974, making Keith Ball the original national coordinator.

### **CARB Postpones AGAIN**

11/07/24:

This afternoon, less than 90 minutes before a scheduled hearing, the California Air Resources Board (CARB) announced the postponement of that hearing. The public hearing was focused on an electric motorcycle initiative that would require half of new motorcycles sold in the state be electric in the next 10 years. Since the initial proposal was released, motorcycle manufacturers have consistently warned that they do not believe a market exists for electric motorcycles at these target levels.

You may remember that this is not the first time the intended hearing on this topic has been delayed. Earlier this year, in January, four days before an identical hearing, CARB announced a similar postponement. However, this delay occurring on the day of the hearing is an interesting turn of events.

The Motorcycle Riders Foundation has been and remains committed to protecting the internal combustion engine. We believe consumers should have the choice to buy bikes with their preferred engine type.

Please take the time to follow my MRF page on Facebook, I post all the latest news from the MRF as well as articles I think are pertinent to what is going on in the world today relating to all of us bikers. I'm also trying to post more on X, Instagram, and YouTube as well. So, follow me on those social media channels!

I urge you to join the MRF, just call me, email me, text me and we will get you all set up. It is worth your time and money!! If you sign up online, please write my name in "referred by".

In closing, be safe & educated!!!

Till 2025.....

Sherry Hill, Ohio MRF Rep

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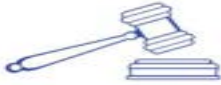
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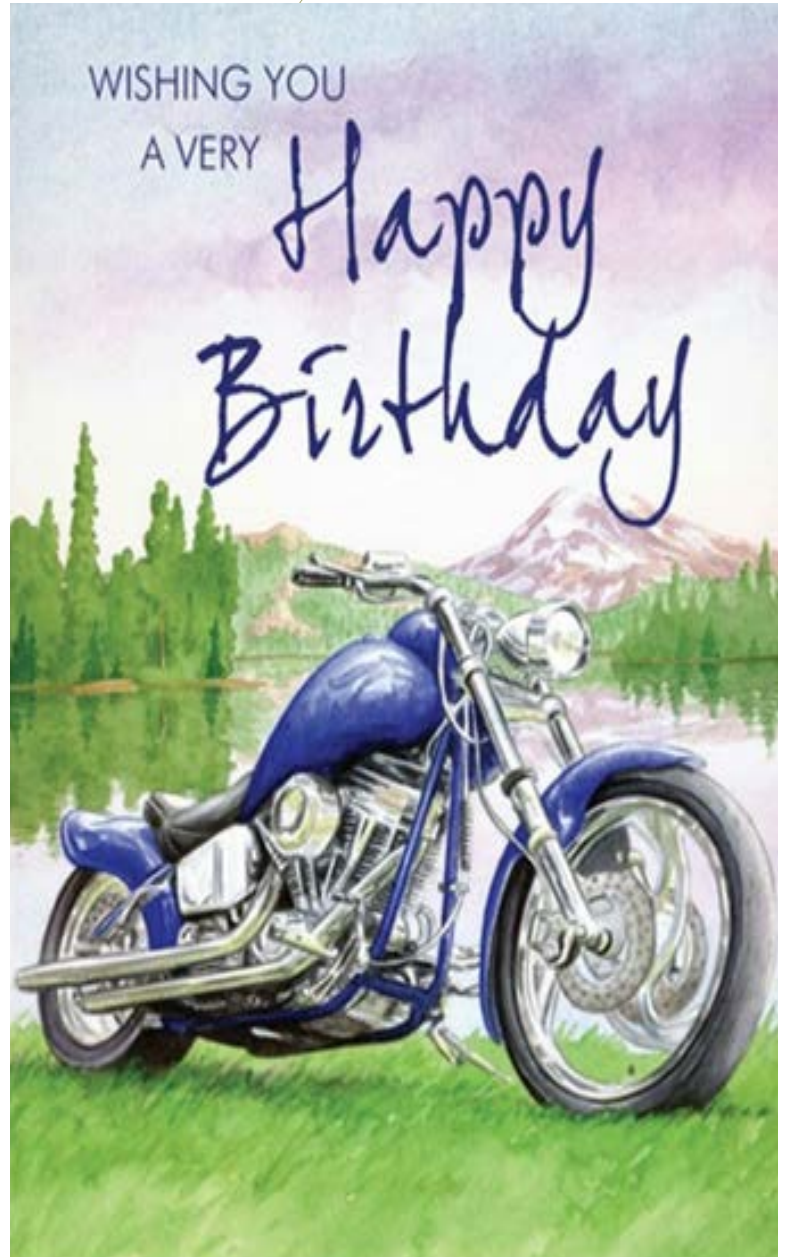
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# Happy

# Holidays









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**State Membership**  
**ANNUAL DUES INFORMATION**

ABATE of OHIO Membership Dues & Renewal Fees		
Membership Type	Donation	Duration
Individual Membership	\$20	12 Months
Couples Membership	\$40	12 Months



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## Ask Our Lawyer

by Rod Taylor - ABATE Legal Services

### **JAY JACKSON SAYS THERE ARE TEN COMMANDMENTS EVERY BIKER SHOULD KNOW:**

Be cautious of changes in speed when the motorcycle is leaned. Extreme changes (throttle or brake) can "upset" the motorcycle.

Radii, apexes, entrances and exits vary for different curves. Be aware of each of these points and use them to your advantage.

Make certain to get "the big picture" and not focus on any one subject. Maintain a safe following distance and continuously scan your path using a 10 second visual lead. Remember to check your mirrors to keep track of what's behind you as well.

Use the lights (headlights, taillights, brake lights, turn signals, etc...) of vehicles in front of you to gain visual clues, but be careful not to rely on them or target fixate.

Position yourself for maximum visibility when passing other vehicles. This is generally in the left third of your lane so that you can best see around the vehicle you are overtaking. Additionally, this allows you to be seen by oncoming traffic and the driver in front of you.

When riding at night, try to avoid looking directly into oncoming headlights. Keep your attention on the road ahead of you and use the fog line as appropriate.

Keep your head and eyes up and look well ahead of you. There's an old adage, "Look Down, Go Down" and there's a lot of merit to it. Looking where you want to go will serve you well.

If you have footwear with laces, secure them somehow (tape, tuck, etc...) to prevent them from snagging something. If the lace is hooked on a foot peg or some lever, it is really hard to put your foot down when you come to a stop. This can be quite embarrassing at a stop sign.

The key to motorcycle control is being smooth. This is especially true when cornering. Riders losing control in curves and leaving the roadway is the leading cause of single-vehicle motorcycle crashes. That is why there are several references to that in this list. If you must brake in a curve, either straighten and square the motorcycle (handlebars) prior to braking, or smoothly and gradually apply more brake pressure as the motorcycle slows and straightens (upright rather than leaning).

Ride as though you are invisible, and no one sees you or your motorcycle. You cannot trust that a driver actually sees you, even if you make eye contact with them. Always assume that other road users do NOT see you.

### **JAY ALSO SAYS:**

When stopping a motorcycle, the left foot should go down first: WHY

**Weight support:** The left foot supports the rider's weight.

**Brake control:** The right foot remains on the rear brake pedal, which gives the rider control of the bike.

## JUST IN TIME LAWYERS

**Q.** I just had a traffic accident? Do I need a lawyer right now? ABATE MEMBER

**A.** Well, that depends. First, it never hurts to call and talk to someone at your ABATE Legal Services. You can get valuable starting points that way. Most traffic accidents fall into four categories: property damage only, minor injury, moderate injury, and major injury. These classifications aren't exact but can be useful guidelines. (This discussion presumes that you weren't at fault and there is some insurance coverage available.)

1. Property damage only: Almost always, no lawyer needed, except when a special edition or customized bike is involved. The damage to the car or bike is readily evaluated, and the insurance company will make a settlement based on the value of the property and the policy provisions. There may be a little room for negotiations, but generally, the estimates will dictate the settlement. As to value disputes with the insurance company, get on EBAY and get comparative value information. And remember that you paid retail - not wholesale as the adjuster may try to pull one over on you. If you have trouble, call us.

2. Minor injury: Generally, no lawyer is needed, so long as your injury is truly minor. Make your doctor sign off on that one before you even think about signing a release and accepting a settlement for your injuries. But, if the insurance company is not responsive, call us. We can help.

In these types of accidents, the injured person has bumps and bruises, and may be a bit sore, but has no symptoms that last more than a week and will have lost no more than a couple of days off work. Oftentimes, the medical claims will be only for a brief visit to the hospital to be checked out after the accident, a follow up visit to the family doctor, and some pain medication or muscle relaxants. In these cases, the insurance company will make a settlement offer after you have been released from treatment by the doctor. The settlement will generally include the medical bills, lost wages, and an amount to compensate you for your pain, suffering and inconvenience. The amount of the settlement is negotiable, and the insurance company may not make an offer unless you have made a demand first. Make sure that your communications with the claims adjuster are in writing and keep your demands reasonable. We can assist you with a proper evaluation.

3. Moderate injury: A lawyer is needed. These injuries are ones that may debilitate for a period of time or may lead to lifelong impairments of a part of the body, but are not life threatening. The lost wages may be significant, or the calculation of the pain and suffering damages may be complex. Our office will be able to negotiate with the insurance company and secure the best compensation for you. If a suit is necessary, we can represent your interests.

4. Serious injury: You should always contact a lawyer. These cases involve life changing accidents. There are many complex issues that will have to be evaluated and considered. Without an attorney, you could be at a serious disadvantage.



## **SIGNS AND FREEDOM OF SPEECH MATTERS**

**Q.** Our local chapter has an ABATE sign that we want to put up on some property we own. We've been told by the local authorities that we can't. Do they have a legal basis to prevent us from placing a sign on our property? ABATE member.

**A.** Let's make sure that we're all on the same page. If the sign is one that is of a commercial nature, then the zoning officials have authority to regulate it. If we're talking about a sign with an explicitly political message, there may be First Amendment protections. From the question, it looks like we're talking about a non-political, non-commercial informational sign.

The definitive case on this subject is from the United States Supreme Court. In *City of Ladue v. Gilleo* (512 US 43, 1994), the U.S. Supreme Court unanimously held that, while municipalities may regulate sign size and location for certain valid reasons, local governments cannot enforce a general rule forbidding all signs on residential property. The court essentially used a balancing test and decided that the individual's right to express her opinion with a sign outweighed the City's power to prohibit signs.

The question here, then, is whether the zoning authority has expressed any reason why the ABATE sign should not be allowed. Is there a zoning ordinance prohibiting the sign? If so, has anyone asked for a variance? If not, you should consider that course of action. Often these proceedings are held before the zoning board. The person seeking the variance can present to the board their reasons for the request. Other interested persons can also make presentations, either in support of the variance or against. These interested persons are sometimes referred to in the zoning board minutes as remonstrators. Pursuing the available administrative options may make it easier to win a case in court. Courts are disposed to rule on a case if the plaintiff has exhausted all administrative remedies.

AND REMEMBER TO CONFIRM ALL CONVERSIONS WITH THE ZONING NAZIS BY EMAIL. VERBAL CHIT-CHAT IS HARD TO PROVE.

## **SMALL CLAIMS COURT - HOW TO BE YOUR OWN GOOD LAWYER AND AVOID LINCOLN'S CURSE\***

**Q.** I just had my Harley repaired and shortly thereafter a bolt fell out and caused considerable damage. I took it to another shop, and they told me that the first shop failed to torque the bolt properly. That problem cost me several hundred dollars. I can't afford to hire a lawyer for this, so can I go to small claims court on my own? - ABATE Member

**A.** Yes. Here are some simple and easy tips that will make your life bearable as you serve as your own lawyer.

**TIP NO. 1** Write a demand letter to the repair shop explaining your claim and how much the loose bolt cost you. Include your bills and a statement from the second repair shop explaining what they did to fix your bike and what the first repair shop did wrong. And ask them to respond to your letter within a reasonable amount of time. If they don't respond by that time, see Rule No. 2.

**TIP NO. 2** "Sue the Bastards in Small Claims Court", but bear in mind that the amount you can sue for is limited in most states, SO CHECK WITH THE COURT.

TIP NO. 3 As part of filing a small claims suit, use your demand letter to organize your Complaint that you will file against the other side. Check with the Court staff as to how your papers will be served. The Court has all of the forms you need so bring full names and addresses of all persons involved when you file your case. Remember there are filing and service of process fees that you have to pay so bring money - and don't forget that the idea is to get more back than you spend - within the amount of your damages of course.

TIP NO. 4 Get ready for trial. Talk to your witnesses and organize your documents, receipts, photographs, and the like, that prove your case. Usually, it is best to present your case chronologically. After the other side has been served with your papers, the Court will set your case for trial before the Judge. Even if the Judge is difficult, be nice. At trial, as Lyndon Johnson sorta used to say, even if the Judge is an asshole HE IS "your asshole now." Same goes for the other side and witnesses. Though you are emotionally invested in your case, now is the time to impress all with your preparation, honesty and level headedness. Fairness rocks and rules the day.

TIP NO. 5 Trial Day. Bring your witnesses and papers that prove your case. You can subpoena the witnesses if they won't agree to come to court or need a subpoena because of their job. The Court personnel (remember their names and call them by their name) are a valuable resource, so ask them for help if you run into issues or have questions- they know the drill. And most enjoy helping.

TIP NO. 6 Breathe and take your time. And if you get the pre-trial jitters, call me the night before. If you get in a jam on trial day, call me during a recess if you have a chance. You have my cell number but let me know your trial date beforehand so I can be on the alert.

PITFALL A. **WARNING:** If the other side believes they have been wronged by you they can counter sue you. So you need to make sure that you don't have a dollar exposure for more than they owe you. Sometimes it is best to leave sleeping dogs alone. **(My New Year's Resolution - avoid cliches like the plague).**

PITFALL B. Small Claims Courts are designed to work without lawyers, but the other side can hire one. That may not be a fair fight and that lawyer may request a jury trial, which may move your case to a more complicated Court. The good news is that usually neither of those pitfalls occur.

\*Lincoln once said "a person who represents himself has a fool for a client." But remember, he was also looking for business.

**Ride Safe.  
Rod Taylor**

**ABATE Legal Services**

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All questions from ABATE members are answered confidentially unless otherwise authorized and then only after the matter is concluded, except when authorization for publication anonymously or otherwise is given for pending matters. Call us at 1-(800)-25-RIDER. Questions? Submit them to: [RodTaylor@abatelegal.com](mailto:RodTaylor@abatelegal.com). © 2024.





Kolman Fuzy set up an information booth at the Worthington Industries Safety Fair in Region 9. Thank you for promoting safety and education again this year.

**HAPPY  
HOLIDAYS**



**MOTORCYCLE RIDERS  
FOUNDATION**  
Ride With The Leaders

# NATIONAL NEWS

## **Freedom Of Choice**

### **Wear A Helmet If You Want To Wear One**

Earlier today, the Insurance Institute for Highway Safety (IIHS) released a study claiming that since the mid-1970s more than 20,000 motorcyclists would have survived crashes had they been wearing a helmet. In total, the IIHS report says, 11% of motorcyclist fatalities over nearly 50 years would have been prevented by helmet usage.

While we understand and respect the mission of the IIHS to reduce traffic injuries, fatalities and property damage, the Motorcycle Riders Foundation (MRF) finds it necessary to point out three principal tenets of our position on helmet usage. First, since our creation, the MRF remains steadfast in the belief that those who ride should decide. Fundamentally, we believe that each rider is in the best position to evaluate the choices they make when riding, which includes the choice to wear a helmet or not, as well as the type of helmet.

Second, the absence of a helmet mandate in the 33 states with freedom of choice does not force motorcyclists to ride helmetless. These choice states simply allow a rider to make their own decision. Thousands of riders in states that do not have helmet mandates ride with a helmet, and we support their right to do so. Additionally, states with universal helmet laws do not claim 100% compliance.

Finally, a primary part of our legislative agenda and messaging is crash avoidance. A crash that does not happen is always safer than a crash that occurs. As such, focusing on avoiding or preventing a crash before it happens is far more valuable than making a crash "safer." For this reason, the MRF has always supported rider training and motorcycle awareness as proactive measures.

This report demonstrates that motorcyclist fatalities are a growing concern for policymakers. While the MRF and IIHS view this topic differently, we will continue to work on areas where we find common ground.

### **It's Not Just Bikers...**

Two recent news stories demonstrate that the issues motorcyclists care about also impact all Americans. Concerns about a pair of items, both parts of the Motorcycle Riders Foundation (MRF) legislative agenda, are making news... and not in a good way.

First, fears are increasing that guardrails and other safety features will not be able to withstand the increased weight of electric vehicles. Roadways have been designed to account for vehicles weighing 5,000 lbs. However, new electric vehicles can far exceed that weight.





# NATIONAL NEWS

Cody Stolle, a University of Nebraska associate professor studying guardrail performance, said, "Unfortunately, these guardrail systems, which have performed very well with gasoline vehicles historically, do not appear to be containing electric vehicles when impacting [in] similar types of conditions."

Secondly, the National Highway Traffic Safety Administration (NHTSA) announced it would investigate Tesla's Autopilot system. The research will examine whether the technology can detect and respond effectively to reduced visibility on roadways. NHTSA is concerned the technology is hampered by sun glare, fog and airborne dust. Four recent crashes have shined a light on this problem.

These topics are nothing new to bikers. For the better part of a decade the MRF, along with our partners and champions, have tried to sound the alarm on these issues to government officials. While the mainstream media and the average American might be just waking up to the downside of electric vehicles or self-driving cars, the MRF is not new to the game. We have been and will remain engaged. We are and continue to be the voice of the street rider in Washington, D.C.

Ride Safe and Ride Free!

## What Happens Next?

It has famously been said that "elections have consequences." The results from Tuesday's election will certainly impact what happens in Washington, D.C., starting in January 2025. Donald Trump's election, coupled with Republican control of the U.S. Senate, is a dramatic change in who wields the levers of power in our nation's capital.

It is too early to know how regulations regarding the internal combustion engine, autonomous vehicles, or other parts of the Motorcycle Riders Foundation (MRF) legislative agenda will be affected. However, what is clear is that priorities for lawmakers and agency officials will be dramatically different starting in January. Control of the U.S. House of Representatives is still up in the air and the results there will go a long way in determining what gets accomplished in the next two years.

Over the next few weeks, we will learn who will take leadership roles in Congress and across the new administration. While the MRF is tracking what happens at the federal level, do not forget that thousands of officials were also elected in state and local elections on Tuesday. Stay up to date on what is going on where you live, remain engaged, keep informed and be active. Elections are a great reminder that "we the people" decide who leads us.

With your help, the MRF will continue the fight for motorcyclist rights. If we do not do this, who will?



1)... To initiate, endorse and sponsor educational programs such as rider safety, public awareness, legislative and affirmative action and, individual freedoms and rights.

2)... To create and promote a positive public image of motorcyclists and motorcycle groups and to dispel and disprove media hype, unfounded propaganda and the "Hollywood" image.

3)... To encourage goodwill and mutual understanding among motorcyclists, law enforcement personnel and the general public.

4)... To serve as an information source on matters pertaining to current laws, pending legislation, personal rights, political inclinations of elected officials and their constituents, and voter awareness.

5)... To act as a central responsive agency to devise and coordinate recreational, legislative, educational, and charitable activities



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# LOOK TWICE SAVE A LIFE



The MRF's primary goals include:

- Monitoring and influencing federal legislation for any impact on the motorcycling community at large
- Representing street motorcyclists by participating in federal research and advisory committees
- Protecting street motorcyclists from unfair or burdensome federal agency restrictions and regulations
- Ending discrimination against street motorcyclists
- Providing all street motorcyclists with direction and information to protect their motorcycling rights
- Promoting motorcycling safety, training, education, licensing and public awareness on American roads



## WHO WE ARE

The Motorcycle Riders Foundation is the Nation's premiere motorcyclists' rights organization that is chiefly concerned with issues at the national and international levels that impact the freedom and safety of American street motorcyclists. We are also committed to educating rights advocates to improve effectiveness at the state and local levels. The MRF works together with street motorcyclists, State Motorcyclists' Rights Organizations (SMROs), the motorcycle industry, the media and other organizations, assisting them with state and local agendas as well as working with them to influence action and policy in Washington, DC - from the Congress to government departments and agencies to the Office of the President of the United States. We also work with allies in Canada, Europe and Asia to influence talks on vehicle globalization and harmonization that are proceeding under the United Nations and the World Health Organization.

**JOIN THE MRF TODAY!**

**OUR RIGHTS AND FREEDOMS FEDERALLY DEPEND ON IT!**

**MRF.ORG**

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[mrfoffice@mrf.org](mailto:mrfoffice@mrf.org) Ride with the Leaders.

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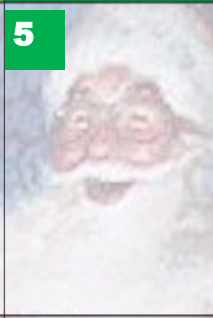
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# DECEMBER

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1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				



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