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OHIO



AMERICAN BIKERS AIMED TOWARDS EDUCATION

OutSpokin'

SEPTEMBER
NEWSLETTER
2025

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"IT DOES NOT MATTER
WHAT YOU RIDE
WE ALL RIDE FOR
FREEDOM OF THE ROAD"

We Want You



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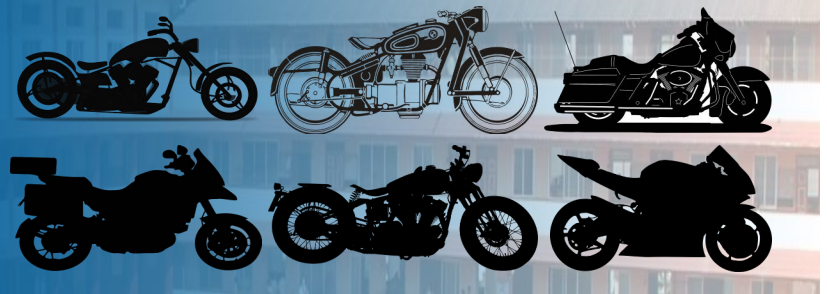
ABATE of OHIO encourages all members to submit letters, articles or cartoons they feel may be of interest to fellow members. **ABATE of OHIO** supports the rights of ALL motorcyclists, **ABATE of OHIO** does not endorse any products or services other than its own.

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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.

CHAIRMAN OF THE BOARD

Kolman Fuzy



As I was dealing with another day's worth of activities, a thought blitzed into my brain-HOLY SHIT, I haven't written my Outspokin' article. So I began writing it, and as I was about halfway through it, my article suddenly disappeared off the screen. Long story, short, I had to start writing the damn thing over. So...second attempt.

You are reading this in September, probably, so the Foundation's Bike Raffle has already happened. Look for information about the lucky winner on the website and on the ABATE Facebook page. Thank you to all who worked on Aug. 23rd to make the giveaway a success. Thank you to all who bought or sold tickets, thanks for your support.

September is a busy month. The September Board meeting is an important one, as referenced in Ed's article in last month's OutSpokin' (read why). Also Ed mentioned the MRF's Meeting of the Minds. This conference is the most significant legislative event of the year. Current issues will be discussed, and the legislative agenda for the upcoming year will be formulated. Shreveport LA is a long haul, but we will be there.

For us in Ohio, our focus is on HB357, the Right of Way Bill. It has been assigned to the House Judiciary Committee. We need to press for it to be placed on the Committee agenda. Please refer to the August OutSpokin' for a roster of the current members of the Committee; and contact them about placing the bill on the Agenda. Also, there is a letter you can use to contact your legislators about co-sponsoring the Bill. THIS IS IMPERATIVE!! Lives can be Saved and injuries prevented.

As I have gotten this far in this article without any more disappearances, I am not going to press my luck any farther; I'm going to quit while I am ahead. My apologies to our excellent Outspokin' editor, Donna for the lateness of this article, I will endeavor to be more diligent in the future.

Plenty of good riding still to be had, avail yourselves of it. Just remember to ride like you are invisible, because in all probability, you are to the four-wheelers.

Kolman Fuzy

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Bikers Take Charge: **MRF's *Meeting of the Minds*** **Roars into Shreveport, LA** **SEPTEMBER 25 - 28, 2025**

Washington, D.C., June 16, 2025

With a hard-hitting agenda, the Meeting of the Minds will feature:

- High-level briefings on autonomous vehicles, profiling, emissions crackdowns, federal overreach, and developing our legislative agenda for 2026.
- Tactical workshops on grassroots lobbying, digital warfare, and legislative strike force building
- Direct access to MRF leadership, national partners, and powerhouse voices in D.C.
- Real talk. Real action. No sugar-coating.

This year, the stakes are higher than ever. Bikers are being pushed off the road — figuratively and literally — by disconnected bureaucrats and tech overlords who've never ridden a mile in their lives. If you think your freedom is safe, think again.

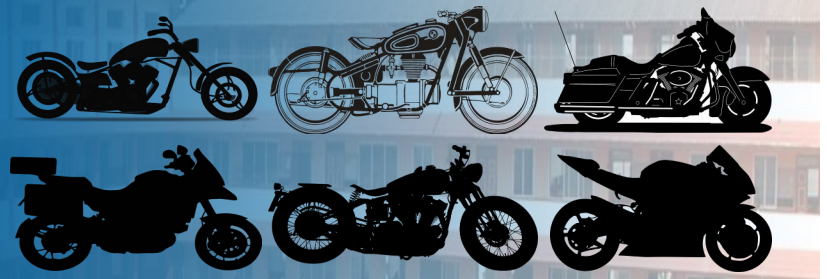
“You don’t ride on the sidelines. Neither do we.”

The Motorcycle Riders Foundation has been the tip of the spear in protecting motorcyclists’ rights for over four decades. The Meeting of the Minds is not just a conference — it's the future of motorcycling. If you're serious about defending your rights, your ride, and your voice, you'd better be there.

Register now — before someone else decides your future for you.

EXECUTIVE DIRECTOR

Ed Schetter



Where has the summer gone? It won't be too much longer, and I will be heading to Shreveport, Louisiana to attend Meeting of the Minds. For those that don't already know, Meeting of the Minds is a gathering where representatives of motorcycle organizations come from all around the country, and some from around the world. There will be discussion on national issues and decisions will be made on what direction to take on these issues. With the constantly changing political environment we need well executed strategies to continue to ride as free as we can. Thank you to those who host and organize this event. Ohio hosted in 2013, and I have seen first-hand the commitment it takes to pull off this event. If you have always wanted to attend a MOTM, now is the time to do it. This is where we learn to do things the right way and gain the knowledge to stand up against organizations with huge budgets and/or PAC funds and still win.

Which brings us to the subject of learning. I know Education and Safety is part of our reason for being. How to operate a motorcycle safely, I get it, and I understand completely. Remind the public to **Look Twice Save A Life**, I get that too. Teach young adults learning to drive to watch out motorcyclists, yep I'm still understanding.

But, do we need to teach motorcyclist how to be bikers?

Let me explain why I ask that question. For quite a while now, I have seen the ads and trailers on T.V. and social media for fictional motorcycle shows, "reality" motorcycle shows and social media sites, podcasts or YouTube channels that claim they are run by bikers. I have also in my travels seen the hats, T shirts, other swag and even tattoos (yes I said tattoos) sold to make money from these programs. Some people I've talked to are (and this is the scary part) learning how to be a biker from these broadcasts. Some of these are run by genuine bikers and have good information and are being put on for the right reasons. But too many are run by fictional bikers with outrageous claims of unbelievable behavior just to get you to tune in or click here. That's how they get paid. The general public learning about a being a biker this way, I guess I have no problem with. Think back to all the biker movies of the 60s and 70s. The general public trying to understand us and understanding why we do the things we do is part of the fun of being a biker. But I'm seeing people on two wheels imitate the stuff they see on these programs.

What I haven't seen stressed on these shows and maybe we need to teach is one simple thing. RESPECT. Respect seems to be an idea that is lost today. Respect your motorcycle, if you don't you will end up with new scars or worse. Respect the roads and the other vehicles on them, more new scars or worse. Respect your limits, you know what yours are and live within them, again new scars or worse. Respect our traditions; take the time to learn not only *what* we do but *why* we do it. And lastly and possibly most importantly, respect the other bikers. Failure to do so can also cause scars or worse.

Do we need to start lessons?

Enjoying the ride

Ed Schetter

Proud & Grateful Executive Director
ABATE of Ohio Inc.



I AM THE MRF



Flash Lucich

Riding Since: 1990

MRF Member Since: 2024

Occupation: Retired

Quote: "Consistently put effort into learning, practicing what you learn and implementing what you learn into your life."

Since 1987 the MRF has been the only national motorcyclists' rights organization dedicated to on-street riders with full-time representation in Washington, D.C.!



Editor's NOTE

I know how excited you all are to get the Out-Spokin' every month, free of charge, and if you're in Region Zero, most of you get it sent right to your email. If you don't read it right away, that's on you. I'm not sure what article you go to first, (mine right?) □ But if you don't, that's ok, as long as you check out the GREAT INFO that Rod Taylor provides us with each and every month. People.... It's FREE LEGAL ADVICE! While you're at it, check out <https://www.abateonline.org/> , it's always interesting to see what other states do. How about <https://www.abate-il.org/> . I think being an ABATE member, no matter what state, is a brotherhood that brings us together for a common goal. It's interesting to find out what they do differently than us. And I know that we have good ideas, and I know that we are sometimes so darn busy that we think our heads are going to pop off, but in the end, we are here for each other. It's not just something we say, "if you ever need anything...." It's something we do. So let's start doing and being involved in meetings and runs and selling raf-fle bike tickets (for next year) and anything else to show we're part of each other. At your service....

Donna Sam 330.540.6210

Call or text

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Same tag line, different month.... Who knew? Like William Shatner said...."I knew".
IYKYK

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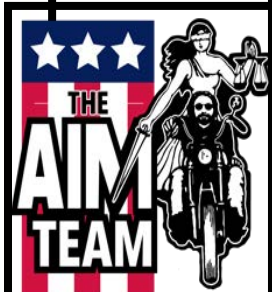




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..... ABATE OF OHIO, INC. - REGION 3

40TH ANNUAL TOY RUN

Sunday, September 28th, 2025

Allen County Fair Grounds

Harding Highway, Lima, Ohio

Doors Open at 10:00am

Bikes Leave at 12:00pm - Noon

\$15.00 per Person or

**\$10.00 per Person
with New Toy**

Music & Food While It Lasts!

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VFW Post 5645 Presents:

41st Annual TnT Run



Toy Run 2025

To benefit Toys for Tots and Children's Christmas Charities in NW Ohio



Starting at:

Reineke Ford Lincoln
12000 C. R. 99

September 20, 2025
Noon Ride Out
Sign In 10:00



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Rain or Shine
We Will Ride

\$10 Donation or \$5 and a toy

Info: Ed 419-937-4341
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Poker Run then a party at:
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4023 C.R. 220
Findlay, OH 45840



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Rock and Roll

Proceeds to benefit :Toys for Tots, Christmas charities and A.B.A.T.E. of Ohio Inc.

NO MACHETES

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SAFETY EDUCATION

Hello Riders,

As I am writing this, we continue to have numerous motorcycle fatalities. While I understand some of those involved possibly another source of risk a lot of these were one vehicle crashes or they were our fault and not the other person. What can I say that we need to SLOW DOWN and be hyper AWARE OF OUR SURROUNDINGS. We need to make sure that our motorcycle is road ready and that we are as well. We need to make sure that we ride sober! WAIT ALL THIS IS WHAT I SAID LAST MONTH! I guess I will have to keep writing it every month till we see a change.

Motorcycle Ohio will have another new location next season at Belmont College. Thank you for stepping up for the motorcycle community. We appreciate it. There are still plenty of openings across the state. Go to www.motorcycle.ohio.gov to see all the counties that have current classes.

REMEMBER: if you are a current member in good standing, ABATE will reimburse you half of your class cost. Contact me for more information on this. I continue to work with Stark Safe Community Coalition, we will be working together at the Stark County Fair this year.

REMEMBER: Take your time and enjoy life, it is fleeting and goes by in an instant.

Be Safe – Stay Educated,

Sherry Hill

Safety & Ed State Director





ABATE of Ohio **Region 10**

Fairfield Perry Morgan Noble Hocking & Vinton Counties

Meetings held on last Sunday of each month!

Location: Carroll Lions Club @:
75 Center St., Carroll, Ohio 43112

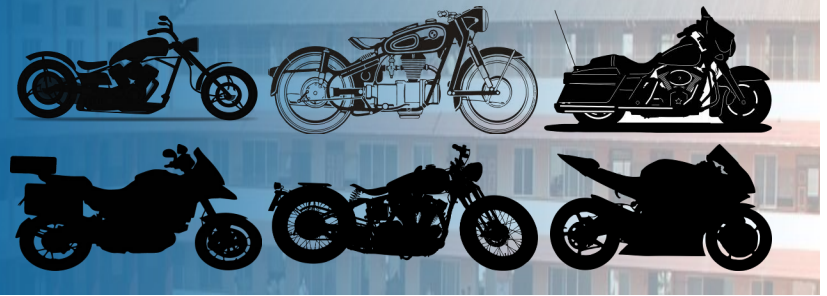
Bring friends, family & motivation!

Minimum requirement is a love for freedom and motorcycles!
Those who do not ride are welcome to join us as well!

If interested in membership, scan the code below and join online or contact your local region director today!



LEGISLATIVE NEWS



I hope everyone is enjoying their summer and getting some quality riding time in. Be careful as you travel through this great beautiful country's highways and byways. We in Northeast Ohio have seen many severe accidents due to people making left hand turns in front of motorcyclists or running stop signs and killing or causing serious injuries. Remember in Ohio vehicular assault and vehicular manslaughter are minor misdemeanors meaning the perpetrators only receive a small fine and then they continue on with their lives.

You know that we have been working on changing this. **House Bill 357** will make these offenses first degree misdemeanors. Not nearly enough but better than what we have now. You are needed, to get this bill passed. You will find a letter in this publication explaining H.B. 357 that you can use to talk to other people to help them understand why this bill is so important. In this letter there is a clear and easy way to find out who your house representative is. Also, you will find an example of what you need to say to the legislators. And finally, I have compiled a list of all the House Judicial Committee members, their official addresses to send the letters to and their phone numbers.

I have gone to numerous bike nights, bike runs that I didn't have time to go on, but I have always been given time to talk about **House Bill 357**, to let people know what we need to do if we want this legislation passed. I have even had people who have a run up-coming that have asked me to come and talk about this house bill, and what we need to do.



At one run I couldn't go on they had a local TV person there and he gave me his card to contact him to get air time to discuss this bill. Another TV station is interested in having me come and speak with them also. We can make this happen!!!!

It is up to us, the two wheeled community, to get this bill passed. Let's get it done.

Lion Man



Hello MRF Members & Future Members!

Seems like NHTSA has a mind of its own and it doesn't play well with bikers! This just came out 08/14/2025 from the MRF:

NHTSA Cancels MAC

This afternoon, Jay Jackson, Motorcycle Riders Foundation Vice President and appointee to the U.S. Motorcyclist Advisory Council (MAC), was notified by the National Highway Traffic Safety Administration (NHTSA) that his appointment has been terminated. We are shocked and disappointed by this decision and are still gathering information. It appears the other appointees have received similar notifications.

The MAC was created by an act of Congress in November 2021. Yet despite a requirement in the law to establish the MAC within 90 days, it took until 2023 for the nomination process to begin. It wasn't until the summer of 2024 that the members of the MAC were selected.

The inability of NHTSA to convene the 13-member board is a slap in the face to the nearly 10 million motorcyclists in this country. The mandate of the MAC was to advise the Secretary of Transportation, the Administrator of the National Highway Traffic Safety Administration, and the Administrator of the Federal Highway Administration regarding transportation safety issues of concern to motorcyclists, including — motorcycle and motorcyclist safety, barrier and road design, construction and maintenance practices, as well as the architecture and implementation of intelligent transportation system technologies.

MRF President, Kirk "Hardtail" Willard, said of the decision, "This is a striking example of how the concerns of motorcyclists are ignored. If you aren't upset, you aren't paying attention."

The MRF has already contacted members of Congress, including those on the Congressional Motorcycle Caucus, to alert them of this unacceptable action by bureaucrats in D.C.

This fight is just beginning. Be alert for upcoming messages from the MRF on how you can voice your displeasure with actions that threaten the safety of bikers.

I won't post the letter that was sent to Jay but what a raw deal. Better yet even though he was on the committee, they never actually got to meet and that was from the end of Summer last year.

If you need any reason to join what the MRF stands for stand with us and join the fight!!!!!!!!!!!!!!

If you need any assistance in renewing your membership, just contact me. I will help you as much as possible.

If you want to join the MRF and what we stand for, just contact me.

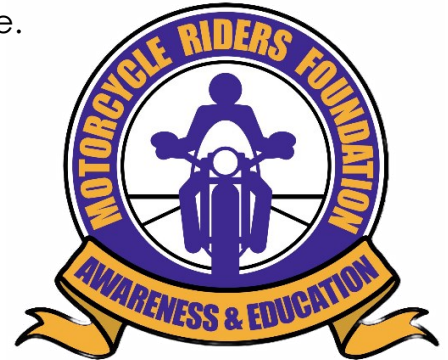
In closing, be safe & educated!!!

Till October

Sherry Hill, Ohio MRF Rep

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Ask Our Lawyer

by Rod Taylor - ABATE Legal Services

FLAT BED TRAILER OWNER TRIES TO AVOID WINDSHIELD DAMAGE CLAIM

Long time ABATE member- MARK HUGHES had a bad experience with a good ending. Mark rented a car in Colorado and was following a semi pulling a flatbed trailer. All was good until that semi hit a bump dumping rock and debris over the front of his rental, breaking the windshield. Many of us have been there. That semi driver had failed to clean the flat bed of dirt and rock. He has a legal duty to do so and should be responsible for the damage. Takes a good hit to break a Lexan windshield on a motorcycle or the windshield of an auto but this trucker managed to get in a good hit that destroyed the windshield.

Mark dutifully contacted the owner of the semi and requested payment for replacement of the windshield. Their agent basically told him to pound sand as they avoided dealing with the claim.

Trucking companies count on the fact that the average person is not going to deal with the venue rules requiring suit to be filed long distances for damages to a windshield. Mark lives in Indiana and the cost of travel to Colorado is not recoverable - only the cost of the windshield replacement and loss of use of the rental and some other minor losses are recoverable. So how many would take off work and travel to a distant state for justice?

Court rules require that the lawsuit be filed where the damage occurred or where the wrongdoer lives/does business. In this case Colorado.

After Mark was ignored when he requested payment for the damaged windshield, he called ABATE LEGAL and asked about the possibility of suing the truck owner in Indiana hoping to avoid the travel expense and other costs of suing in Colorado. No way was the answer as the trucking company had no connection to Indiana, so Mark was stuck with suing in Colorado if he wanted justice.

Trucking companies count on the fact that out of state plaintiffs are not going to the expense of filing suit in distant court locations. So when the agent of the trucking company ignored Mark, they did not know Mark Hughes. This is a man who would move it all for the sake of justice and getting the correct result.

When the agent for the trucking company realized that Mark and Rod would ride out to Colorado for justice, the white flag was raised and payment for the windshield was sent. Let the record show that Mark did a good thing that benefits us all.

DAVE IS MACHINEGUNNED AND SURVIVES BUT THE LEASING COMPANY WANTS HIM TO PAY FOR THE BULLET HOLE AND BUSTED GLASS - \$5K WORTH

Dave is a retired trucker for a salvage company. He lives the good life and drives a late model Chevy pickup usually doing what he wants. Recently his pickup needed mechanical attention so he rented a replacement vehicle.

While stopped at a light, on a main thoroughfare in the rental pickup, he noticed the cars in front and the passengers. At least one had a machine gun with a large clip. Without notice the machine gunner began firing. Fortunately for Dave, these gunners were bad shots. The driver's door window was blown away as well as leaving a bullet hole in the rubber window sealer.

Cops were called and a police report was made. Dave reported the incident to the cops, the leasing company and his insurance company. Dave had liability insurance on his truck but no coverage for the damage to the glass. Dave gets a bill from the rental company demanding that he pay \$5k or so for the damage to the rental truck. Dave then calls ABATE LEGAL for advice.

He was told that generally renters of leased vehicles are not responsible for the criminal acts of others as it is against public policy to pay for that kind of loss. Nonetheless the rental company persisted and sent Dave a bill for \$5k and demanded payment or he would be sued.

ABATE LEGAL contacted the leasing company and advised that Dave is not responsible for the criminal acts of others and that the claimed damage amount was excessive.

Will keep you advised as to what happens next.

UNINSURED UNDERINSURED - IF YOUR AGENT SAYS WAIVE IT - WAIVE HIM

Q: My insurance agent says I can save money on the insurance policy for my motorcycle if I waive the “uninsured - underinsured coverage”, since I do not ride much. Should I? ABATE OF OHIO MEMBER.

A: Ok - a quick insurance lesson here. Uninsured coverage in your motorcycle policy provides coverage for your injuries when the dirt bag that runs over you has no insurance. Underinsurance coverage provides coverage for you when that same dirtbag has insurance but does not have enough coverage to pay for your losses. And that is assuming that you have taken my advice and upped your limits to do that. If you have not, shame on you and shame on me for not being more persuasive.

Even though Uninsured/Underinsured coverage is not required in Illinois, Indiana or Ohio NEVER waive that provision. Ever. Uninsured/Underinsured coverage supplements your own policy and protects you from a situation where another driver is at-fault and either has no insurance or has insurance that is insufficient to cover your losses. AND IT IS CHEAP RELATIVELY SPEAKING! For example, if the other driver has \$25,000 of coverage and your medical and rehabilitative costs are \$50,000, then your own insurer would pay the remaining \$25,000 - that is, IF you have purchased sufficient UIM protection.

For those of us who travel to Daytona for Bike-Week, the insurance limits in Florida are unconscionably low. That is the land of people who drive - and shouldn't. (And I realize that I may be in that category myself someday) We are seeing many cases of not enough insurance coverage on the adverse vehicle to even pay for your flight to the hospital and emergency treatment at the scene, much less for your lost wages, medical bills, temporary/permanent impairment, pain and suffering. Well, you get the idea. Take care of yourself and never waive that coverage. If you do and the little old lady with blue hair gets you, expect a whole bunch of sad looks from me that says, “I told you so”.

Q: I got a letter from my insurance company that stated that due to a new statute, a motor vehicle which is operated on a highway right-of-way must be covered by liability insurance. A highway right-of-way is 25 feet from the center of the lane on “most” rural roads. This means no dirt bikes, ATV or snowmobile riding down property lines or fence rows along roads. It also means checking my mail on my ATV and parking at the edge of my drive could result in a ticket. Even mowing grass along the road in your front yard could get you an insurance ticket on your lawn mower. I don't recall hearing of this proposal before. ABATE OF ILLINOIS MEMBER

A: ABATE member George Tinkham provided me with an explanation for this one for Illinois. (We will cover Indiana, Ohio, and other states in a later column.) The Governor of Illinois signed Public Act 96-0279 into law. This Act did not amend §7-601 of the Illinois Vehicle Code (IVC) (625 ILCS 5/7-601) which excludes vehicles not designed for use on public highways from the mandatory liability insurance requirement. It did, however, amend §11-1426.1 of the IVC by adding subsection (g), which reads:

(g) Any person who operates a non-highway vehicle on a street, highway, or roadway shall be subject to the mandatory insurance requirements under Article VI of Chapter 7 of this Code.

PA 96-0279 also requires the operator of such a vehicle to have a driver's license. Whether that license must have the proper motorcycle endorsement is unclear.

Even though the Vehicle Code now has contradictory language, the language in §11-1426.1 which requires insurance (and a driver's license) will prevail. This means that your letter is correct: off-road vehicles must be covered by liability insurance when on the right-of-way of a public highway.

It is not uncommon to see a twelve-year-old riding an ATV or dirt bike along the right-of-way fence on the public highway side traveling between his home and a favorite off-road riding area. This change to the IVC means that his off-road vehicle must now be insured. A more absurd consequence of PA 96-0279 is what happens when a landowner uses a riding mower to cut grass on the right-of-way by his home or farm. Silly as it seems, arguably the mower may have to have vehicle insurance, even though most homeowner/farm policies will provide coverage for an occurrence while mowing. If the agent for your farm/home insurance says you do not need additional coverage for the off-road vehicle, send him an email confirming the same with a cc to me. And show him this article.

TOP THREE WAYS MOTORCYCLISTS GET SCREWED BY SOME INSURANCE COMPANIES

There are some very important differences between your auto insurance coverage and your motorcycle insurance coverage. Here are the top three.

1. Let's say you want to test ride a motorcycle that your neighbor has for sale and that neighbor has no motorcycle insurance on the test ride motorcycle. You remember your agent telling you that you have automatic insurance coverage for a newly acquired vehicle and you believe that would apply to a "newly acquired" motorcycle. Unless you have a current motorcycle policy in force, you are uninsured if you test ride that motorcycle -- even though you have auto insurance coverage. But no problem if you were test driving an auto - you would have coverage in that situation. The problem only surfaces with motorcycles.

2. You test ride the neighbor's uninsured motorcycle and crash into another vehicle. You will have coverage for the personal injury that you have allegedly caused under the newly acquired policy provision in your policy, but you will not have coverage if you test rode your stepson's motorcycle who lives with you. His status as a resident in your home disqualifies coverage for you in that case under most motorcycle insurance policies.

3. While on a test ride of your neighbor's motorcycle, you bring a friend. You are in the show off mode, lose control, and injure your passenger. She sues you. Do you have coverage? Yes, under your motorcycle policy, but only if you have elected passenger coverage. Notice that extra steps are not required in auto policies. That same coverage for auto passengers is automatic. How is that fair?

A real motorcyclist's insurance company would eliminate the discriminatory provisions discussed here, which adversely affect motorcyclists only and conform those motorcycle policies to what is given in automobile policies. The first insurance company to take that measure will have my vote.

NOTE: IN ALL CASES YOUR INSURANCE POLICY SHOULD BE REVIEWED AS THERE ARE COVERAGE DIFFERENCES FROM POLICY TO POLICY. OUR COMMENTS HERE ARE AN OVERVIEW OF THE ISSUES.

A HITCH WITH YOUR MOTORCYCLE HITCH

Q: We have received several calls, from both Ohio and Illinois, regarding trailer hitches. One writer in Illinois asked for an opinion regarding a police officer who is warning drivers of pickup trucks and SUVs that they need to remove their ball & mounts from their Reese Hitch receivers, or he will ticket them. I heard from a trucking company that McLean County Illinois has a 'County Ordinance' forcing removal of hitches. Is that even possible? What about hitches on motorcycles?

A: We have researched this matter regarding motorcycles and believe the following comments apply only to cars and trucks, and that the hitch concerns do not apply to motorcycles, since bikes aren't required to have bumpers -- at least yet. ABATE Legal lawyer George Tinkham did the research on this question and found the following:

Section 12-608 of the Illinois Vehicle Code (625 ILCS 5/12-608) (IVC) reads, in pertinent part:

(a) It shall be unlawful to operate any motor vehicle with a gross vehicle weight rating of 9,000 pounds or less or any motor vehicle registered as a recreational vehicle under this Code on any highway of this State unless such motor vehicle is equipped with both a front and rear bumper.

Section 1-106.5 of the IVC (625 ILCS 5/1-106.5) defines "bumper" as:

Any device or system of devices protruding from and attached to the front and rear of a motor vehicle that has been designed to be used to absorb the impact of a collision. For the purposes of this Code, a bumper also includes a device or system of devices similar in design to those with which new motor vehicles are equipped.

A protruding hitch bar is clearly not "designed to ... absorb the impact of a collision." In fact, it interferes with the protection a rear bumper might otherwise provide both to the vehicle being struck and the object striking that vehicle. Thus, a court could reasonably find that a vehicle operated with a protruding hitch bar is in violation of §12-608 of the Illinois Vehicle Code.

Sections 11-208 & -208.1 of the IVC (625 ILCS 5/11-208 & -208.1) allow units of local government to enact local ordinances that are not inconsistent with the Vehicle Code. It appears that local authorities could ticket drivers of vehicles with a protruding hitch bar based on the Vehicle Code and would not need a local ordinance. If such an ordinance were enacted, however, it does not appear to me to be inconsistent with the Vehicle Code. We will cover Indiana and Illinois in a future column.

SPEEDING TICKET DEFERRALS

Q: I am a motorcycle instructor. I was recently caught in a speed trap and was westbound when a policeman pulled me over. I thought he was after another driver. There were just two of us on the road and we were doing the same speed, which was over the limit of 60. I'm not contesting the speed I was doing, but I had a reason, as the car kept too close to me no matter what lane I was in. I was attempting to distance myself from him, since it didn't matter which lane I was in or what speed I did. I am a middle-aged woman.

What should I do now? Contest the ticket, pay the fine, or do the prosecutor's deferral program. To take the prosecutor's deferral, I must pay a fee plus take a defensive driving course. Women working in the prosecutor's office have told me that by paying the fee and taking the course the ticket will never be processed.

It seems that taking the course means the offense will be reported and points will be removed from my license, but if the ticket is never processed as the prosecutor's office says, then no points will be added to my license, so it seems moot to me. There appears to be a conflict here. The other option is to pay the ticket and not take a defensive driving course. Of course I would be taking my chances with the insurance company as to rate increases. Until now I have had a pristine driving record. Thank you for any assistance or advice you can give me.

A: If you are not a CDL holder, the deferral program is in your best interest. Just because the program is recognized or approved does not mean that your participation will be reported. If the prosecutor dismisses the ticket after completion of the course, the BMV will not assess any points to your license. Fighting the ticket may not be a practical course of action unless you have a CDL. Even if you have a good excuse for exceeding the speed limit, the court may very well side with the cop, but if the judge is a motorcyclist, he may understand your predicament and go your way. It boils down to how much time you have and how lucky you feel. With your good driving record, I say go for the deferral even though you have a defense. Sadly, most courts will not allow a deferral for CDL holders - even when you are not driving commercially. So CDL drivers have to fight. More about that later.

Rod Taylor

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*See registration form for details.

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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.

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your car to see
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- 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 burden some 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.



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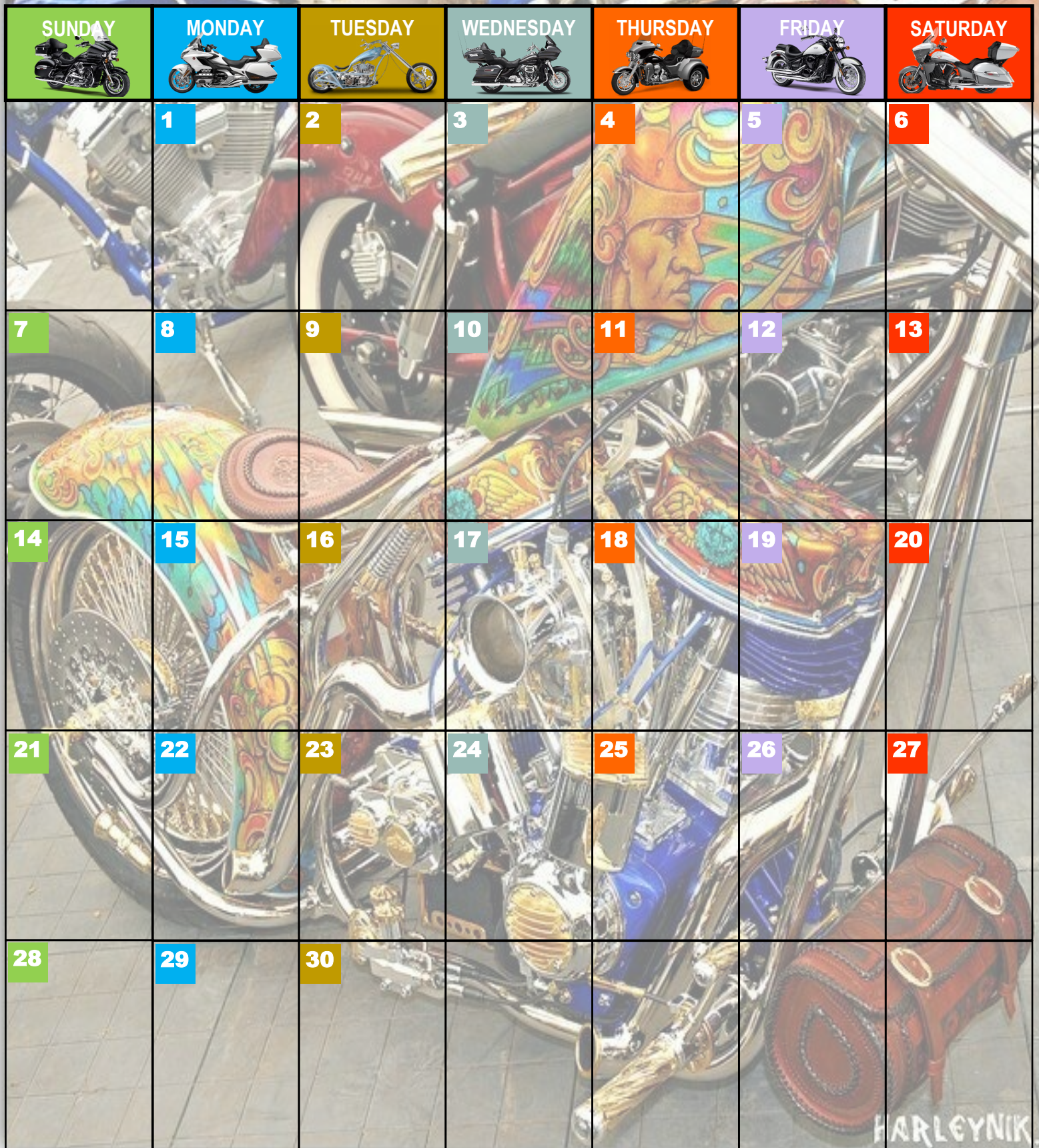
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