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OutSpokin'

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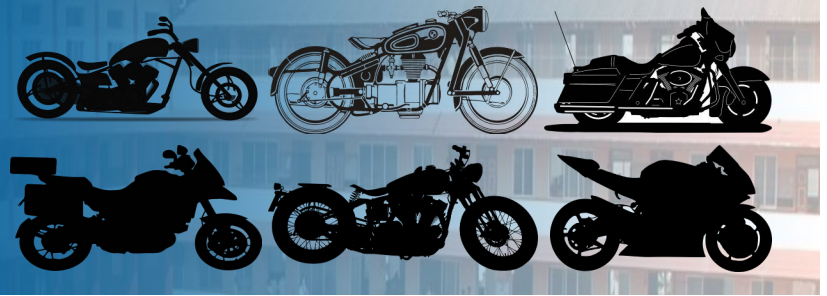
ABATE of OHIO encourages all members to submit letters, articles or cartoons they feel may be of interest to fellow members. **ABATE of OHIO** supports the rights of ALL motorcyclists, **ABATE of OHIO** does not endorse any products or services other than its own.

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.

CHAIRMAN OF THE BOARD

Kolman Fuzy



Well, it happened again, halfway through writing this article the SOB disappeared off my screen. I don't know WTF I'm doing wrong, but I have to figure it out so I don't have to re-write the damn thing again.

On Aug. 23, the Raffle Bike giveaway happened at the Barrel House Saloon. Congrats to the lucky winner, Holly Duttera. Thank you to everyone who worked diligently to make the event another success. A special thank you to Brian Jordan for getting the product trailer on site.

Sept. brought the Easy Rider Order onto our radar. We had the trailer set up at the intersection of 224 and 19, on the lot of the Corner Restaurant. Thanks to them for letting us set up there. In terms of return on time and effort, I believe it was worth the effort, as it gave us visibility. Once again, thank you to all who worked the trailer, and again to Brian for hauling the trailer on site and working the entire weekend.

Also in Sept, the BOD meeting happened. This is probably the most important BOD meeting of the year as it involves the sanctioning of events for 2026, and also starts the nomination process for officers on all levels of the organization. Thanks to ALL who have served as officers this year.

The MRF's Meeting of the Minds happens/happened at the end of Sept. Look for an update in next month's article.

Here in Ohio, our focus is on HB357, our Right of Way Bill, Getting it in the Judiciary Committee agenda and getting it out of Committee and out to the floor for a full House vote.

Please go to www.abate.com , www.MRF.org and the AMA website for details on the various issues we are dealing with as motorcyclists.

On a safety note, watch your mirrors at red lights, make sure you have an escape available. WE ARE EFFEN INVISIBLE!!

I am gun shy about this article disappearing again, so I'm going to wrap it up here.

Kolman Fuzy

Chairboard@ABATE.com

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25th Annual

ZIP IT UP RUN Faces Lounge

14 W. Broad St. Newton Falls, OH

SATURDAY, OCTOBER 11, 2025

Registration: 11:00AM

First Bike Out: 12:00PM

Last Bike In: 4:00PM



\$15

PER PERSON

Live Music From:

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50/50's

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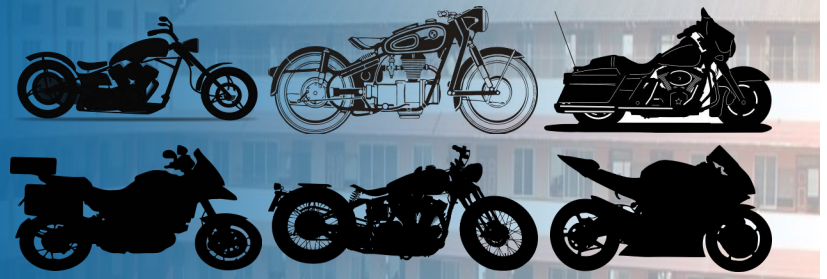
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EXECUTIVE DIRECTOR

Ed Schetter



Here it is October already. Where has the Summer Season gone? It seems it was just last week that we were in Columbus for Motorcycle Awareness and then DC for Bikers inside the Beltway. Now we are in the season of Toy Runs.

This is the month of ghosts and goblins and all things scary. With 2026 being an election year, the voting booths could be as good as haunted houses. Just as the last couple of years I got to thinking about what to be for Halloween 2025. The usual question comes to mind: What do the powers that be find frightening.

In the past I've thought about going as:

- An educated voter. Someone that ignores the media (both social and traditional) and their need to convince us that there is a candidate we just can't live without. A voter that is willing to set a little time aside and educate themselves on the candidate's positions on important issues. A voter that does not follow straight party lines and votes how their heart, brain and soul tell them.
- Someone who is aware of their rights and is willing to stand up to a government that is taking our rights a little at a time. One who holds the legislators to task when they make unfair and many times uneducated decisions. The kind of person that will organize at the grass roots level and teach other like thinking people not only their rights, but how to make change. Someone that is informed, not just opinionated (I would consider myself very lazy if this was the one I took.)
- Maybe one of the founding fathers or the ghost of one of the founding fathers that built this great country would put a scare into them. One that would come back and say, "You really seem to have lost your way. We left you a road map behind to follow. It's called the U.S. Constitution, read it and follow the route mapped out."
- Maybe I'll go as the spirits of all those who have been killed or hurt in right of way violations due to distracted driving or people just not paying enough attention. Those spirits tormented by a slow to act and quick to take a plea deal justice system. The tormented souls wanting penalties turned up to the point that they make enough of a deterrent that the roads are safer. (We do have a Bill in the Ohio House concerning this issue right now)
- How about an independent thinking legislator that votes as it will benefit their constituents instead of voting by a party loyalty. I will say on this subject it is refreshing to see the number of candidates coming forward from the private sector and not career politicians.

A news source that reports from a neutral standpoint. One that gives the facts of what happened, not their version of the facts followed up with how I should feel about it or else I'm no longer a good American. The kind of reporting that lets a person think, not control how they think. No longer news that has been bought and paid for.

Maybe this year it will be simple:

I'm a little late on writing this. (Sorry Donna) I'm writing it on 9/12 and I look back at the unity we felt as a county on 9/12/2001. We set aside our differences and concentrated on the fact we are all Americans. We also just witnessed another in a long list of politically violent acts. I want to make this clear, I feel the extremes of both sides are guilty of using this kind of speech that makes the other side out as the enemy, and I feel that it is all wrong. We need to stand together as Americans first. (With me as Bikers second, but that's just me) Maybe I need to go as the unified America like we saw and felt on 9/12/2001.

Enjoying the ride

Ed Schetter

Proud & Grateful Executive Director
ABATE of Ohio Inc.



Editor's NOTE

Here it is, end of September as I'm writing this, and I can say that I have not taken the bike out for many miles at all. I can't just 'hop on' like some. It's a process involving jeans and boots, which most of you 'guys' are already wearing, I usually do not. My Harley boots work best and are very comfortable, however, I took another pair to the shoemaker and he just put another inch or so on the heel and soles and they are now the perfect height. I didn't

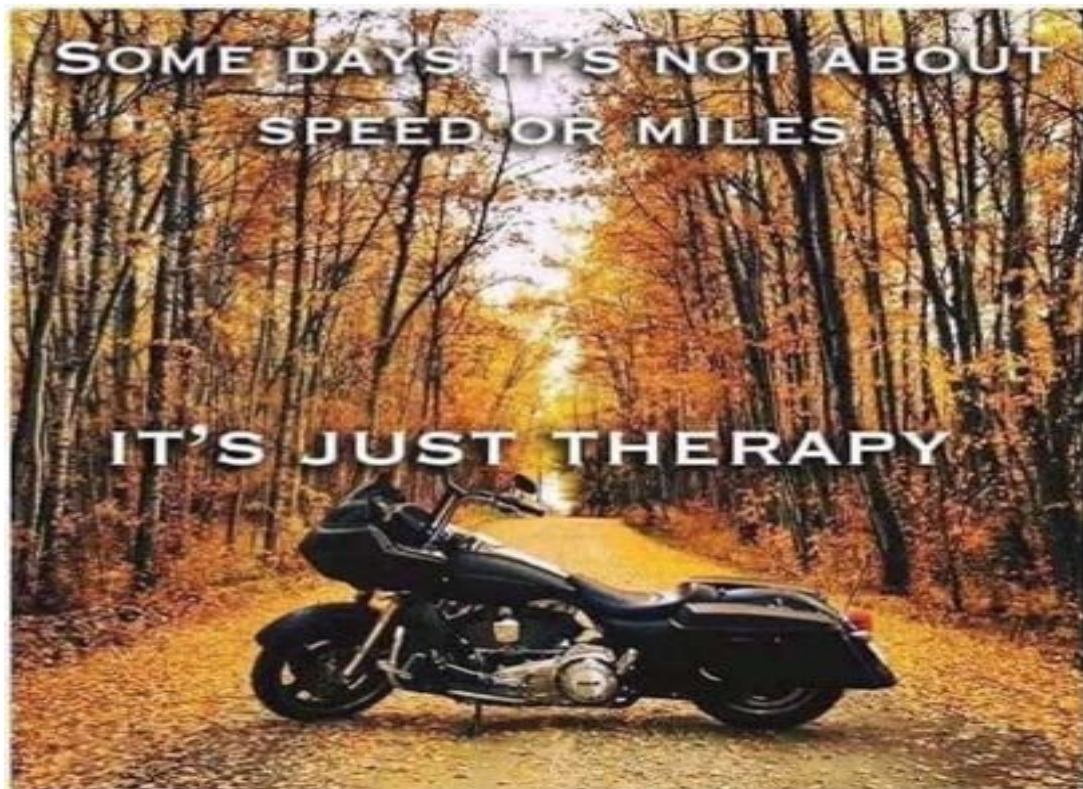
realize that I could do that for the longest time. And then I thought, this is very cool, didn't have to shell out the \$\$ for more boots. I also need my driving glasses and my headband to cover my helmet head when I take the lid off. And then... where did I put my keys last time? So, it takes me awhile to get back on the bike, then when I do, I wonder.... Why haven't I been doing this all along? And when I did get out, and pulled up alongside a buddy of mine who was blasting his tunes I thought, why don't I blast my tunes? You know why? Because it takes me more time than I'd like to admit to connect the damn thing to my phone! And give us another month or so and I won't be able to do any of this and I'll be crabbin' about it just like the next guy.

So anyway, this months column to check out is from Sherry Hill, who was gracious enough to accept 2 positions on our State Board. Safety & Education go hand in hand and is definitely what we need to think about whenever we turn the key or kickstart whatever it is we're riding. These are powerful machines we ride, yes we all know that. But just for a moment, think about if it's time to take a refresher course that she's been promoting, we're all getting older and our bikes are getting heavier.

At your service....

Donna Sam

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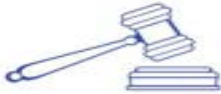
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ABATE of OH Foundation bike raffle....





Bike Raffle Winner..Holly Duttera



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 still has training going on. 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.

Stark Safe Communities was at the Stark County Fair this year and we thank them for letting us volunteer to man the booth for 3 nights and talk about motorcycle safety. Thanks to BJ and Bob for helping me out those 3 nights.

Possibly the weather will be in our favor late into Fall so remember to watch for animals that roam and all those leaves that will be falling on our roadways.

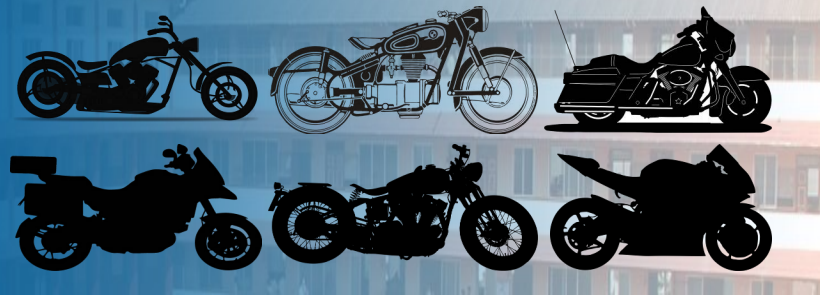
REMEMBER: Take your time and enjoy life, it is fleeting and goes by in an instant.

Sherry Hill

Safety & Ed State Director



LEGISLATIVE NEWS



I want to start out this month's article with an update regarding House Bill 357 which is the bill your state officers have been working on that will increase penalties for drivers who by not paying attention to the road are pulling in front of motorcycles or just running them over. We have got a substitute bill introduced that put the penalties where they should be, i.e. if you kill someone then you should be charged with a felony. As I write this, we have a few weeks before we find out if the Judicial Committee will accept the substitute bill. We will know what they decided by the time you read this so if you have not heard yet and you are interested in knowing where we are at with this bill reach out to your regional director or get a hold of me and you will be updated.

Hopefully you all have contacted your local house representative to ask them to co-sign House Bill 357. And along with that I hope you have taken a little additional time to contact the members of the Judicial Committee to make sure this bill receives committee hearings. If that doesn't happen the bill will die in committee, and we will have to start all over again. If you are not sure what I am talking about you will find all this information elsewhere in this month's Outspoken, or you are always welcome to contact me for more information.

It's October now and even the most attentive drivers are getting back into their winter driving habits and not looking for motorcyclists, so you need to be more aware of what is going on around you. The best way to survive an accident is to not have one in the first place! It really doesn't matter who had the right of way when you are laying on the road all busted up or dead. So, ride carefully and safe. Watch out for all the goblins and ghouls who are climbing out of their graves at this time of year. BOOOO

Lion Man



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By the time you read this the MOTM will be in the books from Shreveport and I was unable to attend. Putting a new roof on a house took precedence this year.

We are still reeling from NHTSA canceling the MAC. Such a shame.

Speaking of NHTSA Secretary Duffy announced that they were launching 3 new rulemakings to modernize the FMVSS for vehicles equipped with automated driving systems (ADA). Three specific standards under review include:

- Transmission shift position sequence, starter interlock, and transmission braking effect
 - Windshield defrosting, defogging, wiping, and washing systems
- Lamps, reflective devices, and associated equipment

Drivers need to be aware that they really still need to be in control of their vehicle no matter what type if any driving systems are available.

I had my canopy set up at the local Yellow Jackets MC annual bike show. Always a nice time with like-minded people.

Summit County will have a swap meet at the Fairgrounds on October 19th and I will have my booth set up.

I'll be at the AMA on October 25th for their Fall Bike Night running in conjunction with their Hall of Fame events.

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

In closing, be safe & educated!!!

Till November

Sherry Hill, Ohio MRF Rep
330-415-6272
shill.ohiomrf@gmail.com



**25 YRS AGO WE HAD JOHNNY
CASH. BOB HOPE. & STEVE JOBS**

**NOW
NO CASH, NO HOPE, NO JOBS**

**Please God...
DON'T LET
KEVIN BACON DIE**



**DESPITE THE
HIGH COST
OF LIVING
IT REMAINS
POPULAR**

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Ask Our Lawyer

by Rod Taylor - ABATE Legal Services

HOW ABOUT SAVING A LIFE - YOUR OWN?

Q. I recently read an article in my local paper about the increasing number of fatalities involving motorcycles. I'm thinking of taking the Rider Education course, but it doesn't sound like it would do much good. Why should I take a Rider Education course?

A. Because I like my life and my limbs intact and you should as well. That's always been a good reason. You cannot control someone pulling out in front of you, but you can control your know-how and abilities on a motorcycle and how to avoid that guy. Recent numbers show that MOST motorcycle accidents involve untrained or self-taught riders. MOST! If that doesn't convince you that you should take a rider education course, then nothing will. Don't forget some of the other things that contribute to motorcycle injuries and fatalities. Significant numbers of all fatalities involve alcohol and involve riders without motorcycle endorsements. These are risk factors we can either control or be aware of when we ride. And remember what your mother said, "nothing good happens after midnight."

GOING TO A JURY

I get calls from people who have been summoned to jury service. Here are some thoughts on what to expect.

Why is jury service so important?

When you are called to be a juror, you become the most important person in our legal system. In the United States, our justice system is based on the belief that a just and fair result in court comes from having disputes settled by our fellow citizens. We have an obligation to our fellow citizens to honor the summons and appear at court. Some cases may be more important than others, but to the parties involved, their case is very important, and they deserve to have it decided by honest and impartial jurors.

How are jurors selected?

Usually, persons are called at random for jury service from the list of registered voters in a court's geographical area. In some counties and in federal courts, the list of registered automobile drivers also may be used. Jury trials are held in the United States district courts, the county circuit or superior courts, common pleas court, the municipal courts, or county courts.

What are the different types of juries?

Most jurors will be selected to serve on a petit jury, one that is selected to hear and decide a particular case. If the case is a criminal trial involving a felony (a more serious type of crime), the law requires 12 jurors. In a civil case, a smaller number of jurors (usually six or eight jurors) are selected.

Unlike the petit jury, a grand jury hears evidence about alleged crimes, usually felonies, and only decides whether a person should be indicted and tried for committing a crime. Also, unlike the petit jury, the grand jury does not decide guilt or innocence. If you are summoned to court to be selected for service on a grand jury, you will probably serve for a longer period of time than if you serve on a petit jury, although in most smaller counties, grand jury duty may only be once or twice a month for a three or four-month period.

What happens when I appear for jury service?

When you arrive at the court, you are directed to a particular courtroom or to an assembly area. Some courts provide a brief orientation talk or video to help acquaint you with the system. All prospective jurors take an oath or affirm that they will answer truthfully and fully questions posed to them by the judge and the attorneys during the selection process.

You are also told about the case so that it can be determined if any past experience or bias might make it hard for you to be fair. You also have an opportunity to tell the court about anything else that might impact your ability to sit as a juror, including health problems, employment situations, and other obligations in your life. You have the right to respond to questions confidentially to the judge and attorneys, if you wish.

Generally, each side in a case has the right to ask that a certain limited number of jurors be excused without giving a reason. This is called a peremptory challenge. Each side also can make an unlimited number of challenges for cause, or for good reason. When attorneys make these challenges, it is not their intent to personally embarrass potential jurors, but to ensure that they engage jurors they believe will evaluate the case as fairly as possible for their clients.

Can I get out of jury service?

Where there is a will, there is a way, as they say. Jury duty will give you an “up close and personal” view of the judicial system. Most states provide exemptions for certain occupations or conditions that would interfere with a juror’s ability to serve. If you don’t meet one of the exemptions, you will have to show up for duty and participate in the process.

It should be noted that serving on a jury may be one of the most patriotic events of your life. Participation in jury service has declined so jury service is more important now than ever.

REVENGE FIRING - IS IT LEGAL?

Q: I work at a local manufacturing shop. I was injured on the job and filed a worker's comp claim. Shortly after I returned to work, my employer fired me without any valid reason. Also, when they fired me, they didn't pay me my accrued vacation pay. What can I do?

A: Quite a lot. One of the first issues to consider is why they claim you were fired. Generally, employers will give some explanation as to why an employee was fired. Most states, including Ohio, Indiana, and Illinois, have laws that forbid so-called "retaliatory discharge," or being fired for filing a worker's compensation claim. While it may be obvious to make the connection between the worker's comp claim and the firing, employers often try to justify the firing. Good record-keeping and sympathetic witnesses can help overcome this hurdle.

Penalties for retaliatory discharge include back pay, reinstatement, and attorney's fees.

Wage claim laws in Indiana and Illinois also require that, upon discharge, employees are to be compensated for accrued vacation time, usually by the next scheduled payday. Failure to do so may lead to additional penalties and an award of attorney's fees. The answer is much less clear under Ohio law and may depend on whether the employee is covered by a collective bargaining agreement or employed by a state or municipal agency. There may be disagreements over whether the time has been accrued or not, or how much has been accrued. It is important that you speak to someone about these issues as soon as possible to determine your rights and remedies.

WHERE THERE'S A WAY, THERE SHOULD BE A WILL

Q: I want to do my will, but I'm not sure what I should put in it or what I need to consider when I'm doing my will. ABATE of Indiana Member.

A: Anybody who has heard me speak at one of the state seminars knows that I believe everybody should have a will. They don't have to be complex, and they don't have to be expensive. And remember, we do wills for ABATE members for free!

When you are ready to make a will, there are several things you will need to think about such as:

- Who should receive my property?
- Who should take care of my minor children?
- Do I need to create a trust for my spouse or minor children?
- Do I want to make any charitable gifts?
- Should my life insurance go to a trustee or directly to the beneficiaries?
- Who do I want to administer my will?
- What about taxes?

If you already have a will, you should review it to make sure it is up to date and reflects changes in your marital status or changes in the beneficiaries you named.

And by the way, there are several requirements that have to be met to ensure that the will is valid. In general, the will has to be made by someone over 18 and of sound mind and memory. Also, it must be in writing, signed by the maker, and witnessed (with signatures) of two disinterested persons (not anyone who would benefit from or is named in the will). Upon the death of the person who made the will, the court will make sure it is valid and provide appropriate orders to ensure the will’s instructions are carried out.

If you don't have a will, or want to make changes to your will, call ABATE Legal at 1-800-25-RIDER or submit via the ABATE Legal website, abatelegal.com.

WHEN TREES GET YOU DOWN - WHAT TO DO AND WHO TO NOTIFY

Q: I was in a bike accident Monday. A tree was hiding the stop light and I didn't see it until the last minute. I locked it up but ended up sliding through the stop light and hitting a car. I was given a ticket for running the red light. The officer told me that I could go to court, plead my case about the light being hidden and get the ticket dropped. He basically admitted that the light was hidden. Now, people are telling us to sue. We are not sue happy people, however, if the tree had been trimmed, this would not have happened. What can I do? ABATE member.

A: There are a number of things you can do to help yourself out and preserve facts for the case that you have. You are like a lot of folks in this country that have not been involved with filing a lawsuit and want nothing to do with that process. Sometimes a case like yours can be resolved simply by making a request that is well documented and compelling. In order to get to that position, get a series of photos approaching the light from the lane in which you were riding. A simple phone photo will do. If the city has already cut the branches, get photos of the recent work. Statements of the adjoining property owners and others witnessing the trimming by the City should be obtained as soon as possible. These witnesses are needed by you to confirm the obscuring tree branches and issues concerning any notice the City had of the hazard. You will have the burden to show how obscured the light was at the time of the crash. If the City (you need to make sure they had the responsibility for trimming the tree) has not trimmed the branches yet, a notice by you to them is in order.

A copy of the cell phone photos should be emailed to them immediately. I will have RoadHazard.org send a notice to them as well. If you have a copy of the police report, send it to us. If not, we will order one for you. That will be useful in both locating the police officer who responded, as well as identifying how he documented the accident. He may have listed critical witnesses who can confirm our facts. You will need a statement from him admitting that the tree obscured the light asap before he forgets about your case. You must also notify your insurance carrier of your crash in writing. And send them a copy of your photos and a copy of the crash report.

When you are making a claim against a government entity, you will need to make sure you place them on notice of the accident. Many states, including Indiana, require that a specific notice be given to the government entity within a specified time of the incident. If you fail to do that properly (follow the statute) you can lose your claim, so we may need to help you with that one. In Illinois and Ohio suit must be brought against the government entity within a specified time-period.

WHY WE DO WAIVERS--A CASE IN POINT (the names have been omitted to protect the innocent) OR AS WE SAY, "YOU DON'T NEED A WAIVER UNTIL YOU NEED A WAIVER"

Many years ago, a horrible incident occurred at an SMRO's event. The event was tragic and we all felt for the family involved. There was no insurance, hence the reason for the waiver. Fortunately for the SMRO, the injured person had signed a waiver. His injuries were so severe and permanent that he would never work again and would require lifetime care. Even though the SMRO had done nothing wrong, we all know it only takes a lawyer with very little to do to file a lawsuit. You can imagine the scramble looking for and identifying the waiver that was signed by this unfortunate person. Going through several hundred waivers after the fact is a lesson in panic, but it was found and identified.

I am sure if it had been left to the claimant, he would not have hired a lawyer, BUT his representatives did. And not just any lawyer. They hired a former state Supreme Court Justice no less. Talk about pucker-factor in getting a call from that guy. I explained to the former Justice (I had handled cases with him in his prejudice days) that we had obtained a waiver from his client and pitched that it was valid, and therefore his client had no claim for that reason and also for the reason we did nothing wrong. Of course, he demanded to review this waiver to determine its enforceability. He reminded me that such documents are not favored in the law and felt that most were not "worth the paper they were printed on." THREE LONG DAYS OF WAITING LATER I received a call from the former Justice. The pause waiting for him to say something -- anything -- was LONG. As with most lawyers, the last thing he said was the point of the call. He had read our waiver and agreed that his client had no case. He was closing his file and thank me for providing the YELLOW HIGHLIGHTED waiver so quickly. Moral of the story - WAIVERS WORK IF DONE CORRECTLY. IN OTHER WORDS, ABATE WILL LIVE TO RIDE AND SERVE MOTORCYCLISTS ANOTHER DAY. AND REMEMBER MY MANTRA - YOU DON'T NEED A WAIVER UNTIL YOU NEED A WAIVER.

Rod Taylor

ABATE Legal Services



NHTSA Advances Rules For Autonomous Vehicles

Last week, U.S. Transportation Secretary Sean Duffy announced that the National Highway Traffic Safety Administration (NHTSA) is launching three new rulemakings to modernize the Federal Motor Vehicle Safety Standards (FMVSS) for vehicles equipped with automated driving systems (ADS).

According to Secretary Duffy, these changes are designed to “eliminate redundant requirements and bring us closer to a single national standard that spurs innovation and prioritizes safety.” NHTSA officials echoed this sentiment, stating that the current standards were written for human-driven vehicles and “need to be updated for autonomous vehicles.”

The three specific standards under review include:

- Transmission shift position sequence, starter interlock, and transmission braking effect
- Windshield defrosting, defogging, wiping, and washing systems

Lamps, reflective devices, and associated equipment

While the MRF supports modernization where appropriate, we remain concerned about the rapid push to greenlight fully driverless vehicles, particularly when motorcycles and other road users are often excluded from the conversation. NHTSA’s Automated Vehicle Framework prioritizes “unleashing innovation” and “enabling commercial deployment,” but riders know all too well that safety must come first, not as an afterthought.

The push for automated driving systems comes as the auto industry itself is wrestling with challenges in both electric and autonomous vehicle markets. Tesla is now pivoting away from its original EV mission and placing its bets on AI-driven ventures like robotaxis.

Tesla and other companies have yet to prove that autonomous vehicles can operate safely and consistently in the real world, especially when it comes to detecting and responding to motorcycles.

The MRF has long warned that autonomous vehicle developers must demonstrate that their systems can safely interact with motorcyclists before deployment. A vehicle that fails to “see” a rider is not a safety innovation, it’s a deadly hazard.

As the rulemaking process moves forward, the MRF will remain engaged to ensure that riders are heard in Washington. The future of transportation should not come at the expense of motorcyclist safety.

We urge our members to stay alert, stay informed, and be ready to speak out. Innovation is welcome, but only when it comes with accountability.



NATIONAL NEWS

August Recess Ends Busy Legislative Agenda Ahead

As summer draws to a close, Congress has returned to Washington, D.C., following its traditional August recess. Lawmakers now face a packed schedule with several critical items still on the agenda before the end of the year.

One top priority will be enacting funding levels for the Department of Transportation (DOT) for Fiscal Year 2026. These appropriations decisions directly impact the resources available for programs that affect motorcyclists nationwide, from infrastructure safety initiatives to highway planning and enforcement activities.

In addition to funding matters, the Senate is expected to take up confirmation votes for key agency officials. This includes a vote on Jonathan Morrison, the current nominee to serve as Administrator of the National Highway Traffic Safety Administration (NHTSA), a position with significant influence over motorcycle safety regulations, vehicle standards, and traffic safety programs.

The weeks ahead will be critical for ensuring the voices of America's riders are heard. The Motorcycle Riders Foundation (MRF) urges all members to stay engaged, follow legislative developments closely, and be ready to act. Whether it's reaching out to your elected officials, responding to MRF calls to action, or sharing information with fellow riders, your involvement is essential.

Congress may have been away in August, but the work ahead promises to be intense. Let's make sure motorcycle riders are part of the conversation as decisions are made that will shape our roads and our rights.

Stay tuned to the MRF for updates and action alerts as this busy legislative season unfolds



NATIONAL NEWS

The Right To Decide

As riders, we know that freedom is more than just a word; it's a way of life. It's also something we must constantly defend. One of the most important, and often misunderstood, freedoms we've fought for in the motorcyclists' rights movement is the freedom of choice when it comes to wearing a helmet.

Many riders today may not realize that our movement was born out of resistance to helmet mandates. In the 1970s, the federal government attempted to coerce states into enacting mandatory helmet laws by threatening to withhold highway funding. That sparked outrage and mobilized riders across the country. Grassroots organizations emerged, fueled by passion and a deep commitment to personal liberty. Through years of lobbying, protests, and legislative action, riders reclaimed the freedom of choice state by state.

But victories are never permanent. As President Ronald Reagan so wisely warned, *"Freedom is never more than one generation away from extinction. We didn't pass it to our children in the bloodstream. It must be fought for, protected, and handed on for them to do the same."*

We are now seeing the truth of that warning. A new generation of riders, many of whom have never known a time without the option of helmet choice, may not feel the urgency that once united us. This year, a bill was introduced in Pennsylvania to establish a new helmet mandate. Last year, bikers in Illinois fought back against a similar proposal and likely will continue to face comparable legislation.

The question now is, will we act to defend our freedom of choice? And if we don't do it, who will?

At the Motorcycle Riders Foundation (MRF), we continue to closely monitor state and federal legislation, but we cannot do it alone. We need every biker, young and old, to understand what's at stake and to get involved. Talk to your fellow riders. Educate new motorcyclists about our history. Support your state motorcyclists' rights organizations (SMROs). And above all, stay alert to legislative threats that seek to erode the freedoms we've fought so hard to preserve.

Let's not be the generation that lets our freedom slip away.

Tesla, Tesla, Tesla...

If it feels like every week there's another headline about Tesla and its run-ins with federal or state safety regulators, you're not imagining things. These developments carry serious implications for all road users, including motorcyclists.

The latest story making the rounds involves delays in reporting crashes involving Tesla's driver-assistance technology. The National Highway Traffic Safety Administration (NHTSA) has identified multiple crash reports that Tesla submitted "several months or more" after the incidents occurred, a violation of federal reporting timelines.

Under current regulations, manufacturers are generally required to report such crashes within one to five days of being notified. These quick reporting requirements are designed to ensure potential safety issues are addressed before they endanger more lives.

While auto manufacturers continue to develop the technologies designed to make everyone on the road safer, it is also important to remember that we are our best safety technology. Adjusting your riding for weather/road conditions, participating in advanced riding skills training and staying alert on the roads are the best ways to avoid incidents that might otherwise occur.

According to NHTSA, the delay in Tesla's case was "due to an issue with Tesla's data collection," a problem the company claims has now been fixed. Still, the agency has opened a formal audit to dig into why the delays happened and what steps Tesla is taking to make sure they don't happen again.

Every mile we ride, we share the road with cars and increasingly, with machines making decisions behind the wheel. When systems like those used by Tesla make errors, especially ones that go unreported for months, it puts all of us at risk without our knowledge.

The Motorcycle Riders Foundation has long advocated for transparent, enforceable standards when it comes to emerging vehicle technologies. Whether it's autonomous systems, advanced driver-assistance features, or vehicle-to-vehicle communication, riders must not be an afterthought in transportation safety.

Ride safe, stay aware, and keep fighting for your right to the road.



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- ✓ Fight End of Life Directives

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CHECK TWICE - SAVE A LIFE
MOTORCYCLES ARE EVERYWHERE!!!

Common causes of motor vehicle vs. motorcycle accidents include:

MAKING LEFT TURNS - Before turning **LEFT, CHECK TWICE** to ensure no motorcycle is coming. You're conditioned to look for cars and trucks, and it is easy to 'overlook' an oncoming motorcycle if you're not looking for one.

PULLING OUT - Before pulling out from a parked position, **CHECK TWICE** by turning your head and **LOOKING** for oncoming motorcycles. Motorcycles need more room and space to stop suddenly than a car or truck.

CHANGING LANES - Motorcycles can easily fit in the blind spots of your mirrors. Put your blinker on and **CHECK TWICE**, turn your head to **LOOK** to ensure there is no motorcycle in your blind spot!

SHARING A LANE - Don't share a traffic lane with a motorcycle. Even though a motorcycle is smaller than a car or truck, they are entitled to their entire lane.

DON'T FOLLOW TOO CLOSE behind a motorcycle - a motorcycle needs more room than a car or truck to stop. Keep a good distance behind a motorcycle, leaving enough room for you to stop.

Help reduce accidents and injuries . . .

CHECK TWICE - SAVE A LIFE
MOTORCYCLES ARE EVERYWHERE!!!

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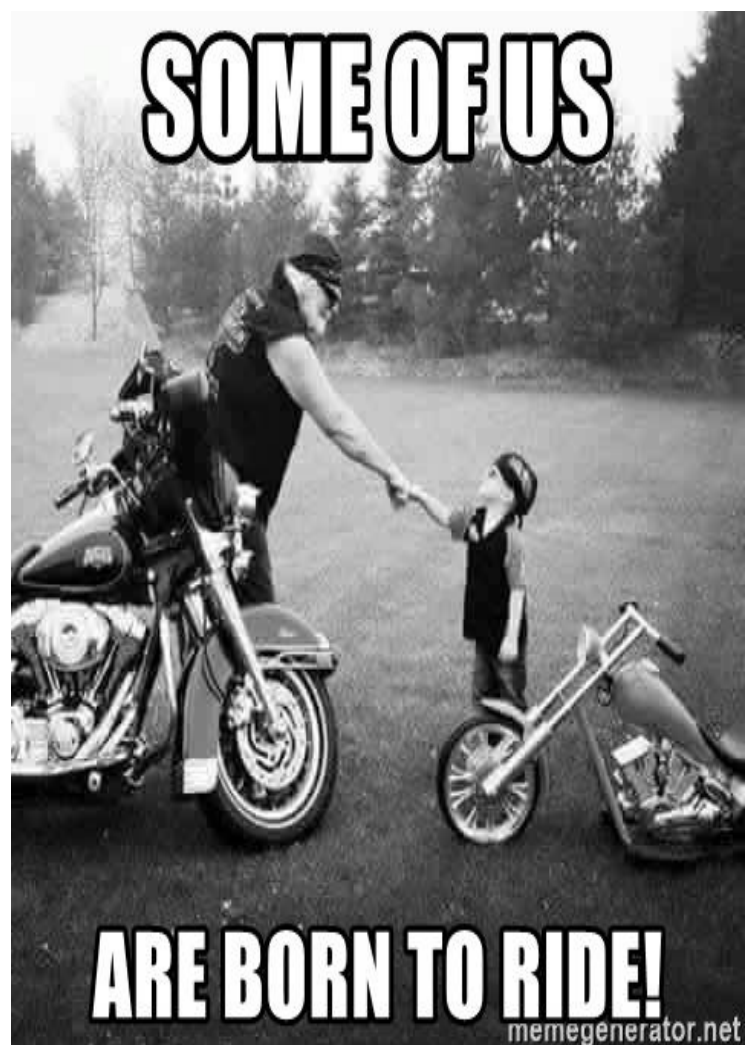


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1)... To initiate , endorse and sponsor educational programs such as rider safety, public awareness, legislative and affirmative action and, individual freedoms and rights.

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.

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



SUPPORT YOUR MOTORCYCLE RIGHTS ORGANIZATIONS



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news

MEMBERS PLEASE SUBMIT

Articles..Pictures..District Information

Pictures.. Run / Party / Shows

This is YOUR publication.

donnasam@zoominternet.net

OHIO BIKE WIS

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 Ride with the Leaders.



Mail to: Motorcycle Riders Foundation – PO Box 9090 – Peoria, IL 61612 – Phone: 202.546.0983 – www.mrf.org – mrfoffice@mrf.org

- ☐ Annual Individual Membership \$35
- ☐ Auto-Renewal Annual Individual Membership \$35
- ☐ Annual Joint Membership \$60
- ☐ Auto-Renewal Joint Membership \$60
- ☐ Annual Sustaining Membership \$100
- ☐ Annual Independent Motorcycle Aftermarket Membership \$100

- ☐ 3-Year Individual Membership \$95
- ☐ 3-Year Joint Membership \$140
- ☐ Sustaining Membership Club \$100
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- ☐ Freedom Fighter Donation ☐ \$10 ☐ \$25 ☐ \$_____










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- ☐ New
- ☐ Renewal Referred by _____

OCTOBER

SUNDAY 	MONDAY 	TUESDAY 	WEDNESDAY 	THURSDAY 	FRIDAY 	SATURDAY 
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5	6	7	8	9	10	11
12	13	14	15	16	17	18
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26	27	28	29	30	31	

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