

NATIONAL COUNCIL OF INFORMED RIDERS

OCTOBER, NOVEMBER, DECEMBER 2024

ISSUE: 1

NATIONAL COIR

**BIKERS INSIDE
THE BELTWAY**

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CRASH DATA**

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NATIONAL
COIR?**

**LIST OF 2025
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EVENTS**

**PISTOL PERMIT
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**MOTORCYCLE CHECK POINTS
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Motorcycle
Riders
Foundation



16TH ANNUAL
MICHAEL "BOZ" KERR

Bikers Inside the Beltway

NATIONAL ★★★
MOTORCYCLISTS'
LOBBY DAY ★★

Flexible & Moving Forward!

May 19 & 20, 2025

Since 1987, the MRF has been the only national motorcyclists' rights organization dedicated to on-street riders with full-time representation in Washington, DC! — *Ride with the Leaders!*

Pre-event briefing: May 19, 2025 • Event: May 20, 2025
Pre-register (FREE) at www.mrf.org (cut-off May 14)

MAKE YOUR CONGRESSIONAL APPOINTMENTS NOW!

Embassy Suites, 1900 Diagonal Road, Alexandria, Virginia, 703-684-5900, \$266 per night, incl. breakfast (cut-off April 22). Room block is limited so reserve yours today! For room reservations call (800) 362-2779 and reference group code, "MRF"

Sponsored by the Motorcycle Riders Foundation | www.mrf.org | 202-546-0983

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Who is behind the National Council Of Informed Riders (National COIR)?

National COIR (pronounced core) is comprised of a Director, an Advisory committee, Reps, Assistant Reps and various volunteers. Basically, the ideas come from the Advisory committee and the implementation comes from the boots on the ground around the country. The Advisory committee is comprised of dedicated members from the motorcycle advocacy community, representing a diverse range of expertise and experience, including the Motorcycle Profiling Project (MPP), the Motorcycle Riders Foundation (MRF), the National Council Of Clubs (NCOC), and various Motorcycle Rights Organizations (MROs). These individuals bring invaluable insight and dedication to building National COIR into one of the premier organizations for uniting and informing the entire motorcycle community. Please take a moment to learn more about these passionate motorcycle advocates who generously volunteer their time to support our cause.

David "Double D" Devereaux from Washington has been actively involved in the motorcycle rights movement for 20 years. He serves as the Spokesperson for the National Council of Clubs (NCOC), Chair of the Washington Council of Clubs, and as the Founder of the Motorcycle Profiling Project (MPP). Double D has an extensive body of work that includes legislative efforts and testimony across the country. He is also a qualified Expert Consultant with over a decade of experience in both civil and criminal judicial proceedings. His notable achievements include being instrumental in passing the first Anti-Profiling legislation for motorcyclists in the country, which was approved in Washington State in 2011.

Paul Landers from Texas has been a motorcycle rights advocate since the nineties. He works tirelessly to protect the constitutional rights and liberties of bikers in Texas and the United States. His contributions include leading a grassroots political movement and holding several positions, such as Former Chairman of TMRA2, National Lt. Commander of US Defenders/C.O.I.R, former Board of Director member of NCOM, Former Chairman of Legislative Task Force NCOM, May 17, 2015 Survivor, active member of NCOC PR Committee, Founding member of TXCOCI Advisory Team Texas, MRF State Representative, Texas Abate Confederation member, and Founder/President of Escondidos MC.

Margaret Nicosia, from Long Island is known as "Momma Duke's" and is a seasoned marketing director for a New York-based personal injury law firm. With a rich background in marketing, strategic leadership, and digital literacy, she specializes in trial preparation, content development, and analytics. Margaret's career began in media and expanded to digital marketing and web development, sharpening her skills in social media, SEO, and web design. She is also a community advocate supporting motorcycle rights and various charities and has been recognized with prestigious awards for her professional contributions. Passionate about motorsports and community service, Margaret looks forward to broadening her impact with National COIR.

Seven from Wisconsin has been riding motorcycles for over 40 years and has been actively involved in advocating for motorcyclists' rights for the past 20 years. He has 15 years of experience in lobbying at state capitols as well as in Washington DC. Seven became a member of the Road Runners Motorcycle Club of Wisconsin in 1993 and is actively involved in the National Council of Clubs. He previously served as a member of the ABATE of Wisconsin Executive Committee and currently serves on the Board of Directors for the Motorcycle Riders Foundation.

Russell Radke from Las Vegas is a 25-year member of Soldiers for Jesus Motorcycle Club and a member of Motorcycle Riders Foundation (MRF) for the same duration. He has served as a Club Rep board member for 12 years, a National Council Of Club (NCOC) member, and a lifetime representative to the MRF. He has been a supporter of the NCOC Christian unity for 25 years and has previously served as a Council Of Clubs chairman from the late nineties until 2005. Russell has also been actively involved in lobbying at both state and federal levels. In 2023, Russell was honored with an induction into the Sturgis Hall Of Fame.

Mitch Proner from New York City is a licensed motorcycle rider for over 40 years, is a practicing Trial Lawyer and is licensed to practice law in NY, CT, PA, MO, and MI. He has represented injured motorcyclists in over 30 jurisdictions. He has sustained record verdicts and settlements in motorcycle versus car cases, motorcycle roadway defect claims, motorcycle vs truck, motorcycle vs bus, motorcycle vs motorcycle, exploding gas tanks, steering defect claims, braking defect claims, and other motorcycle injury claims, having tried motorcycle injury claims successfully to verdict in State and Federal Courts. He has owned motorcycles all his adult life and currently rides a 2018 Harley Davidson Road Glide. He has lectured to bar associations attorney groups on representing the motorcyclists throughout the United States and Canada.



Pictured left to right: Traci, Double D, Russell, Margaret, Seven, Paul and Jim

He was elected President of The New York State Academy of Trial Lawyers, the largest state trial lawyers bar association in the country. He Chaired the Motorcycle Litigation Group of the American Association for Justice, the largest national Trial Lawyer Association. He received the "Silver Spoke Award" from the National Coalition of Motorcyclists (NCOM). He is a member of the Multi-Million Dollar Advocates, Lawyers of Distinction, received the "Top One Percent" award from the National Association of Distinguished Counsel, was elected as a "Super Lawyer" for over 15 consecutive years and has received the highest rating by his peers for skill and ethics from Martindale Hubbell. A passionate defender of motorcyclist rights, he has consistently and continuously provided legal counsel to Motorcycle Rights Organizations (MRO's) and Motorcycle Clubs (MC's) for over 30 years.

Traci Beaurivage from New Hampshire also known as the Purple Haired Motorcycle Lady, is currently serving as the President of the New Hampshire Motorcyclists Rights Organization, a position she has held for 8 years. During her tenure, she initiated the first Motorcycle Safety Task Force in the state of New Hampshire and invited various organizations, including AAA of Northern New England, NH Automobile Dealers Association, NH Riders Education Program, NH Department of Safety, NH Department of Motor Vehicles, NH Department of Transportation Bureau of Highway Design, National Highway Traffic Safety Administration, NH State Police, and NH Liquor Commission to participate. As the chair of this task force, representing NHMRO, she played a key role in implementing safety programs such as RideSMART in the state. Additionally, as the president, she launched the Rally-to-Rally national campaign in collaboration with the Northeast Region of NHTSA, which has grown into RideSMART2Laconia, RideSMART2Daytona, and RideSMART 2Sturgis. This initiative has gained participation from several regions across the country and has been successful in promoting motorcycle safety. Traci made history by being the first motorcyclist to be elected by legislation and the Governor to sit on the NH Highway Traffic Safety Commission, aiming to make a positive impact for the riders in the state. She is also actively involved with the Motorcycle Riders Foundation (MRF) and currently assists Dave Dwyer and Brick Lindsey with the Sustaining Motorcycle Rights Organization's (MRO's), as well as supports Seven with communications. As an entrepreneur with several businesses, including a commercial HVAC company of 36 years, she has acquired valuable experience in dealing with people. Her unwavering passion and belief in being unstoppable in pursuing one's interests have led to her numerous successes.

National COIR will be unstoppable because of the talents of these amazing Advisory Committee members! You can join us absolutely FREE at www.nationalcoir.org/register



A.B.A.T.E. of Iowa

35th Annual Heartland STEAM

A Seminar to Educate and Motivate

April 4 & 5, 2025

Isle Casino Hotel - Bettendorf, IA

Isle Casino Hotel Bettendorf
1800 Isle Parkway
Bettendorf, IA 52722
1-800-843-4753

Ask for ABATE25 For STEAM Room block.
Room Rate \$120.00 per night
Reservations #1-800-843-4753
Reservation Cut-off Date: Friday, March 21, 2025

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

Heartland STEAM is a fundraiser for the
M.R.F. - Motorcycle Riders Foundation

Name: _____
ABATE/SMRO: _____
Postal Address: _____
City: _____ State: _____ Zip: _____
Email: _____ Phone: _____

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

_____ \$50.00 on or before March 11th, 2025 _____ \$60.00 fee after March 11th, 2025

T-shirt is not included in registration price. Please complete the following if interested.

T-shirt size _____ T-shirt color (circle one) Black or Grey T-shirt \$20.00 extra

Mail to:

ABATE of Iowa
P.O. Box 70
Eldora, IA 50627

Questions and Credit Card Registration - call #641-858-5001 or email abateia@heartofiowa.net



**Motorcycle Riders
Foundation Awareness &
Education (MRFA&E)**

was established to promote motorcycle awareness and education due to an ever-increasing rider population. No one is more concerned with rider safety than riders themselves, and obviously those best suited to educate newer riders are veteran riders.

OUR MISSION:

**Promote awareness and
education in the motorcycle
community to improve
riders' safety.**

Please donate, we are a 501C3 Corporation. Your donation is tax deductible. To donate go to our web site listed at the bottom.

**Motorcycle Riders Foundation
Awareness & Education (MRFA&E)**

P.O. Box 581
Big Lake, MN 55309
202-725-5471

www.mrfae.org

Sign-up One!

We're pretty sure that each of you has riding friends who are not MRF members. We're asking you to talk to those friends, and explain just how important the MRF is to the future of motorcycling. Let them know how the MRF has been working to protect the rights of bikers for more that 30 years, and that we need them now! **mrf.org/join-the-mrf**





2024 - 25 U.S. MAJOR MOTORCYCLE EVENTS

September 2024

- 18-21 Bikes, Blues and BBQ Rally - Rogers, AR
- 22 Oyster Run - Motorcycle Run - Anacortes, WA
- 26-29 Street Vibrations Motorcycle Rally - Reno, NV
- 26-29 JuneBug Boogie Too - Cookeville, TN
- 27-29 Jonesboro River Rally - Jonesboro, IN
- 30-6 Myrtle Beek Fall Bike Week - SC

October 2024

- 3-6 HogRock 'toberfest - Cave In Rock, IL
- 10-13 Colonial Beach BikeFest - Colonial Beach, VA
- 17-20 Biketoberfest - Daytona Beach, FL
- 23-27 Thunder Beach Fall Rally - Panama City Beach, FL
- 24-27 Route 66 Fall Biker Rally - Depew, OK
- 26-2 High Seas Rally 2024 - Tampa, FL
- 31-3 Lone Star Rally - Galveston, TX

January 2025

- 10-12 Giptown Bike Fest - Riverview, FL

February 2025

- 5-7 AIMExpo - Las Vegas, NV
- 14-16 Thunder by the Bay Music & Motorcycles - Sarasota, FL
- 22-23 Mama Tried Motorcycle Show - Milwaukee, WI
- 28-9 Daytona Bike Week - Daytona, FL

March 2025

- 11-15 I-X Piston Powered Show - Cleveland, OH

April 2025

- 2-6 Arizona Bike Week - Scottsdale, AZ
- 25-27 Leesburg Bike Fest - Leesburg, FL

May 2025

- 2-3 Steel Horse Rally - Fort Smith, AR
- 15-18 Tenn Motorcycles & Music - Hurricane Mills, TN
- 15-18 Aspen Cash Motorcycle Rally - Ruidoso, NM
- 26 West Coast Thunder - Riverside, CA
- 27-31 Americade Motorcycle Rally - Lake George, NY

June 2025

- 12-15 HOGROCK River Rally - Cave in Rock, IL
- 14-22 Laconia Motorcycle Week - Laconia, NH
- 18-22 CMA National Rally - Altoona, PA
- 19-21 BMW MOA National Rally - Lebanon, TN
- 20-22 MOTOBLOT Motorcycle Show - Chicago, IL
- 26-29 Harley Rendezvous - Pattersonville, NY

July 2025

- 10-13 Gettysburg Bike Week - Gettysburg, PA
- 11-15 Harley-Davidson Homecoming - Milwaukee, WI
- 11-15 ABATE Boogie - Springville, IN

August 2025

- 1-10 Sturgis Motorcycle Rally - Sturgis, SD
- 7-18 Indian Bike Week - New Richmond, WI



Details on these and 1000s more local & regional motorcycle events at...

www.CycleFish.com

This list includes all upcoming Major Motorcycle Events that had a **confirmed date at the time we posted it**. We will update it as we find new information.



Independent Motorcycle Aftermarket **PROTECT YOUR BUSINESS!**

It's time for independent aftermarket motorcycle businesses to unite and join the *Independent Motorcycle Aftermarket*. The IMA is a growing network of aftermarket shops and suppliers who believe in unity in purpose toward common goals.

Unity in purpose includes:

- ✓ Passage of Right to Repair legislation
- ✓ 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!



www.mrf.org



Motorcycle Drivers Involved in Fatal Traffic Crashes in 2022

Total Drivers	BAC=.08+ g/dL	
	Number	Percentage of Total
6,349	1,808	28%



MRF and SMRO Training / Seminar Calendar

State	Seminar / Event	Dates
Wisconsin	ABATE of Wisconsin Annual Meeting and 50th Anniversary Event	October 15, 2024
Multiple	Mid-South MILE (Motorcyclists Improving Legislative Effectiveness)	October 25-27, 2024
Washington	ABATE of Washington STEAM	October 19, 2024
Iowa	ABATE of Iowa STEAM (Seminar To Educate And Motivate)	November 1-3, 2024
Michigan	ABATE of Michigan Officer Training	January 17-19, 2025
Kentucky	KMA/KBA Kentucky Freedom Fighters Forum	January 17-19, 2025
Illinois	ABATE of Illinois Seminar	January 17-19, 2025
Pennsylvania	ABATE of PA L&L	January 24-26, 2025
Ohio	ABATE of Ohio State Seminar	January 31- February 1, 2025
Wisconsin	ABATE of Wisconsin Officer Training	February 7-9, 2025
Alabama	Dixie ABATE - Legislative Day	February 19, 2025
Oklahoma	Motorcyclist's Legislative Day	March 4, 2025
Oklahoma	SMILE (State Motorcyclists Improving Legislative Effectiveness)	March 14-16, 2025
Multiple	Heartland STEAM (Seminar To Educate And Motivate)	April 4-5, 2025
Louisiana	Regular Legislative Session Convenes	April 14, 2025
Minnesota	ABATE of Minnesota - ABATE University	April 25-27, 2025
Idaho	Idaho Coalition for Motorcycle Safety Annual Motorcycle Awareness Rally - Ride to Idaho State Capitol	May 3, 2025
Illinois	ABATE of Illinois Freedom Rally	May 4, 2025
Oregon	ABATE/Bikepac of Oregon Rally on the Capitol	May 5, 2025
NCOM	Spring Meeting	May 9-11, 2025
MRF	Bikers Inside the Beltway	May 20, 2025
Idaho	Annual Fun Valley Biker Rally	July 11-13, 2025
South Dakota	Sturgis Motorcycle Hall of Fame Induction	August 6, 2025
South Dakota	Whitewood Social	August 7, 2025
MRF	Meeting of the Minds	September 24-28, 2025
Kansas	ABATE of Kansas National Labor Day Rally	August 30 - September 2, 2025
Wisconsin	ABATE of Wisconsin Annual Meeting	October 10-12, 2025
Iowa	ABATE of Iowa STEAM (Seminar To Educate And Motivate)	November 8-9, 2025



WHAT IS THE MRF?

The Motorcycle Riders Foundation 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 State Motorcyclists' Rights Organizations (SMROs), assisting them with state and local agendas as well as working with them to influence Washington, DC – from the Congress to government departments and agencies to the Office of the President of the United States. We also work with allies in Europe and Asia to influence talks on vehicle globalization and harmonization that are proceeding under the United Nations and the World Health Organization (WHO). We have a historic partnership with the American Motorcyclist Association and work with the AMA on a host of issues.

The MRF's primary goals at this time are:

Profiling -

Sustain lobbying efforts that promote awareness and prohibition of motorcyclist profiling, including language that:

Promotes increased public awareness on the issue of profiling of motorcyclists

Encourages collaboration and communication with the motorcycling community and law enforcement to engage in efforts to end profiling of motorcyclists

Urges state law enforcement officials to include statements condemning profiling of motorcyclists in written policies and training materials

Outlaws the practice of profiling motorcyclists

Renewable Fuels -

Advocate for targeted changes to the Renewable Fuel Standard (RFS) including the following actions:

Support the universal availability of approved fuel blends, containing no more than 10 percent ethanol by volume.

Promote additional research and independent studies concerning the effects of higher blends of renewable fuels on motorcycles.

Ensure the availability of separate pumps (i.e., no multi-dispensing) to minimize the risk of damage to motorcycle engines where a higher blend of renewable fuel blends is available.

Sustain lobbying efforts for the passage of the Consumer Protection and Fuel Transparency Act of 2019 (H.R. 1024) or similar legislation which requires information to be provided to the public about the risks associated with the improper use of E15 fuel in certain vehicles, engines, and equipment. This legislation:

Revises current EPA rule to include warning labeling requirements for fuel pumps that dispense E15.

Requires the EPA to create a public education campaign about the risks of unauthorized use of E15 as well as the vehicles, engines, and equipment prohibited from using E15.

Defines multi-dispensing nozzle and requires an additional warning label on multi-dispensing nozzles to warn consumers of the residual fuel left in gasoline pump hoses from the previous individual dispensing.

Autonomous Vehicles -

Advocate and monitor any legislation or regulations related to motorcycles concerning connected and autonomous vehicles (AV):

Endorse rulemaking to set new standards specific to seeing, detecting, and properly reacting to motorcycles.

Ensure motorcycles are part of all testing and development procedures.

Promote that any AV public user advisory committees should include a representative from the motorcycle community and a motorcycle manufacturer.

Require a public, easily accessible, and searchable database where consumers can look up important safety information such as the limitations and capabilities of different products offered by AV manufacturers or service providers.

Require that all AV manufacturers must submit safety evaluation reports to detail and make public how their vehicles identify motorcycles among other road users. Manufacturers must also include human error analysis in safety reports.

Require that all AV manufacturers must publicly report crash data reporting incidents between AVs and motorcycles just as they would incidents between AVs and other road users.

Protect the safety of motorcyclists with any rules or standards as it relates to electronic and cybersecurity systems including the clarification of rights of data ownership of any recorded data in the context of connected and autonomous vehicles.

Inclusion of motorcyclists' perspectives in discussions regarding the Intelligent Transportation System (ITS).

Work to ensure motorcycles are a separate classification of vehicle and road user for purposes of regulation and testing of AVs.

Protect the set-aside radio spectrums necessary for DSRC vehicle-to-vehicle communications.

40th Anniversary Recap

The last weekend in September, Freedom of Road Riders hosted the 40th Annual Motorcycle Riders Foundation (MRF) Meeting of the Minds, in St. Louis, Missouri. This annual event allows motorcyclists' rights advocates the chance to share the legislative accomplishments of their states, shape the MRF's federal legislative agenda and learn from leaders in the movement about how to be effective voices for motorcyclists.

As Fred Harrell, MRF Director of Conferences and Events stated at the event opening, "We are getting better with age, as we embrace the future." Part of that history and forward vision is a growing belief that building and maintaining partnerships across the motorcycling community is vital. An impressive number of groups were represented at the conference, including 40 state motorcyclist rights organizations, the American Motorcyclist Association, Harley-Davidson Motor Company, the Independent Motorcycle Aftermarket, the National Coalition of Motorcyclists, the National Council of Clubs, the National Council of Informed Riders, the Specialty Equipment Market Association, and hundreds of freedom fighters who all have a shared passion for defending our lifestyle.

These partners participated in developing and strengthening our federal legislative agenda for 2025. This agenda ensures that we are fighting for the priorities that matter to you in Washington, D.C. Thank you to the hundreds of bikers who journeyed to St. Louis.

Let's keep fighting!



CLICK BELOW TO WATCH VIDEO





What is the Motorcycle Profiling Project?

The Motorcycle Profiling Project (MPP) is dedicated to the grassroots effort to pass laws addressing profiling and discrimination. The MPP is not intended to replace other organizations. Rather, the project is intended to coordinate and unify the different elements and organizations at the state and federal level towards this common goal, including the Confederation and Council of Clubs, ABATE, the MRF, the AMA, and the many other motorcycle rights groups that exist around the country.

Who created the Motorcycle Profiling Project?

David “Double D” Devereaux, a motorcycle rights activist from Washington State, and a leading advocate for laws addressing the issue of motorcycle profiling in America. Also offering critical assistance to the project are Bill “Colt” Kaitz, Maryland, co-founder of the MPP, Robert “Bobby C” Colella, Florida, Pennsylvania, MPP contributing writer and national survey manager, and Dave “Irish” Dohrmann, MPP contributing writer, along with many others.

Services

What services do the Motorcycle Profiling Project provide? The Motorcycle Profiling Project is designed to help your state with every step involved in the process of passing a law addressing the issue of motorcycle profiling. Based on the experiences and best practices of highly effective motorcycle rights advocates nationwide, the Project will assist in organizing and preparing your state to take effective grassroots action. The project provides organizational recommendations, policy support materials, and legislative strategy. This includes, but is not limited to:

Organizational Strategy

- Coordinating COC's and MRO's in a unified effort.
- Step-by-step Action Plan outlining the entire process, beginning to end.
- Construct a state-specific Pattern of Evidence.
- Drafting a Policy Report/Written Testimony. This is the state's official statement on legislation addressing the issue of motorcycle profiling.
- Drafting a Legislative Proposal and Legislative Packet
- Drafting a Request for Sponsorship
- Drafting CTA's and correspondence to legislators.
- Drafting testimony and providing testimony upon request, schedule permitting.
- Media support and press releases.

What do the Motorcycle Profiling Project's services cost? The Motorcycle Profiling Project offers all of its services to the motorcycling community **FREE** of charge. If an individual or organization sees value in the project then contributions are highly appreciated. The project relies on these contributions as the sole means of covering expenses and compensation for work performed. The more support the project receives, the more support the project can provide the motorcycling community.

As the movement to pass profiling laws accelerates, so has the time demands and workload. A project of this magnitude entails office expenses, travel, and time. So if you think the project is valuable, organize a benefit and make a contribution.

Contributions go directly to the The Motorcycle Profiling Project. Contributions are NOT Tax deductible. Online contributions can be made at mpp0.wpenginpowered.com or The Motorcycle Profiling Project on Facebook.

Five (5) States, Washington, Maryland, Louisiana, Idaho and New Hampshire have passed legislation to stop the profiling of motorcyclists. Several of these bills passed utilizing the data from the MPP survey. More states continue to work on anti-profiling bills, so it is critical to continue participation in the survey. If you have not taken the 2024 version of the MPP survey, click the link below or scan the QR code. It will take only a few minutes of your time to help motorcyclists nationwide.



STOP THE PROFILING!

**TAKE THE SURVEY BY SCANNING THE CODE BELOW
WITH YOUR PHONE AND SHARE YOUR EXPERIENCES**



WHAT IS THE MOTORCYCLE PROFILING PROJECT?

The Motorcycle Profiling Project (MPP) is dedicated to the grassroots effort to pass laws addressing profiling and discrimination. The MPP is not intended to replace other organizations. Rather, the project is intended to coordinate and unify the different elements and organizations at the state and federal level towards this common goal, including the Confederation and Council of Clubs, ABATE, the MRF, the AMA, and the many other motorcycle rights groups that exist around the country.

www.motorcycleprofilingproject.com

These motorcycle laws were confirmed accurate in each of the state codes as of the time of publishing. Click below for more info.

State	Safety Helmet	Eye Protection	Helmet Speakers	Noise Restrictions
Alabama	Required	Not Required	No Restrictions	No Restrictions
Alaska	Restrictions	Restrictions	No Restrictions	No Restrictions
Arizona	Restrictions	Restrictions	No Restrictions	Restrictions
Arkansas	Restrictions	Required	No Restrictions	Restrictions
California	Required	Restrictions	Restrictions	Restrictions
Colorado	Restrictions	Restrictions	No Restrictions	Restrictions
Connecticut	Restrictions	Restrictions	No Restrictions	Restrictions
Delaware	Restrictions	Required	No Restrictions	Restrictions
Florida	Restrictions	Required	Restrictions	Restrictions
District of Columbia	Required	Restrictions	No Restrictions	Restrictions
Georgia	Required	Restrictions	Restrictions	No Restrictions
Hawaii	Restrictions	Not Required	No Restrictions	Restrictions
Idaho	Restrictions	Not Required	No Restrictions	Restrictions
Illinois	Not Required	Restrictions	Restrictions	Restrictions
Indiana	Restrictions	Restrictions	No Restrictions	No Restrictions
Iowa	Not Required	Not Required	No Restrictions	No Restrictions
Kansas	Restrictions	Restrictions	No Restrictions	No Restrictions
Kentucky	Restrictions	Required	No Restrictions	No Restrictions
Louisiana	Required	Restrictions	No Restrictions	No Restrictions
Maine	Restrictions	No Restriction	No Restrictions	No Restrictions
Maryland	Required	Restrictions	Restrictions	Restrictions
Massachusetts	Required	Restrictions	Prohibited	Restrictions
Michigan	Restrictions	Restrictions	No Restrictions	Restrictions
Minnesota	Restrictions	Required	Restrictions	Restrictions
Mississippi	Required	Not Required	No Restrictions	No Restrictions
Missouri	Restrictions	Not Required	No Restrictions	No Restrictions
Montana	Restrictions	Not Required	No Restrictions	Restrictions
Nebraska	Required	Not Required	No Restrictions	No Restrictions
Nevada	Required	Restrictions	No Restrictions	Restrictions
New Hampshire	Restrictions	Restrictions	No Restrictions	Restrictions
New Jersey	Required	Restrictions	No Restrictions	No Restrictions
New Mexico	Restrictions	Required	No Restrictions	No Restrictions
New York	Required	Required	Restrictions	Restrictions
North Carolina	Required	Not Required	No Restrictions	No Restrictions
North Dakota	Restrictions	Not Required	No Restrictions	Restrictions
Ohio	Restrictions	Restrictions	No Restrictions	Restrictions
Oklahoma	Restrictions	Restrictions	No Restrictions	Restrictions
Oregon	Required	Not Required	No Restrictions *	Restrictions
Pennsylvania	Restrictions	Required	Restrictions	Restrictions
Rhode Island	Restrictions	Required	Prohibited	Restrictions
South Carolina	Restrictions	Restrictions	No Restrictions	No Restrictions
South Dakota	Restrictions	Restrictions	No Restrictions	No Restrictions
Tennessee	Required	Restrictions	No Restrictions	No Restrictions
Texas	Restrictions	Not Required	No Restrictions	No Restrictions
Utah	Restrictions	Not Required	No Restrictions	No Restrictions
Vermont	Required	Restrictions	No Restrictions	No Restrictions
Virginia	Required	Restrictions	Restrictions	No Restrictions
Washington	Required	Restrictions	No Restrictions	Restrictions
West Virginia	Required	Required	No Restrictions	No Restrictions
Wisconsin	Restrictions	Required	No Restrictions	Restrictions
Wyoming	Restrictions	Not Required	No Restrictions	No Restrictions

By Mitchell Proner, Proner and Proner Attorneys At Law

As a motorcyclist, the thrill of the open road is unparalleled. However, it's essential to understand how to handle encounters with law enforcement, whether you're being pulled over for a traffic violation, questioned about your motorcycle club, or involved in an accident. Here's a guide to help you navigate these situations while protecting your rights.

1. If You're Stopped for a Traffic Violation

Stay Calm and Composed

When you see lights flashing behind you, pull over safely to the side of the road. Turn off your engine, remove your helmet, and keep your hands visible. This helps reassure the officer of your compliance.

Know Your Rights

- **Right to Remain Silent:** You don't have to answer questions beyond providing your identification, registration, and proof of insurance. Politely inform the officer that you wish to remain silent.
- **Right to Record:** If you feel uncomfortable, you have the right to record the interaction, as long as you do so legally and do not interfere with the officer's duties.

Cooperate but Don't Incriminate

While it's crucial to be respectful, you should never admit guilt or provide unnecessary details that could be used against you later. Politely decline to answer questions about your riding habits or intentions.

2. If You're Stopped Because of Your Motorcycle Club

Understand the Context

If you belong to a motorcycle club that law enforcement associates with criminal activity, you might be subject to increased scrutiny. Remember, being a member of a motorcycle club is not a crime.

Stay Respectful and Calm

Just like in any traffic stop, remain calm. Answer basic identification questions, but avoid providing any information about club activities or your personal life that isn't necessary.

Document the Encounter

Take mental notes or, if possible, record the interaction. Note the officer's name, badge number, and the specifics of the encounter. This information could be valuable if you need to challenge the encounter later.

3. If You've Been in a Collision

Prioritize Safety and Health

Your first priority after a collision should be to ensure your safety and the safety of others. If you're injured, seek medical attention immediately. Your health is paramount.

Call the Police

In most jurisdictions, you are required to report an accident that results in injury or significant property damage. When the police arrive, provide them with your information and a brief account of the incident.

Provide Basic Information

- Your name, address, and insurance information.
- A factual account of the incident without speculating on fault.

...CONTINUED NEXT PAGE

16 NAVIGATING POLICE ENCOUNTERS FOR MOTORCYCLISTS: A LEGAL PERSPECTIVE

CONTINUED

Avoid Admitting Fault

Even if you feel responsible, avoid saying anything that could be construed as an admission of fault. Accidents can be complex, and liability may not be clear-cut.

Consult an Attorney

After an accident, especially if you've been injured, it's wise to consult with a lawyer experienced in motorcycle accidents. They can help you navigate insurance claims and ensure your rights are protected.

4. General Tips for Motorcyclists

Educate Yourself

Familiarize yourself with your rights as a motorcyclist. Understanding the laws in your state can empower you during interactions with law enforcement.

Keep Documentation Handy

Always carry your motorcycle license, registration, and insurance information. Consider also having a card that states your rights in case of police encounters.

Build a Support Network

Connect with other motorcyclists and motorcycle clubs that advocate for riders' rights. Being part of a community can provide valuable resources and support.

Know When to Seek Legal Help

If you feel your rights have been violated or you're facing legal repercussions from an encounter with the police, consult an attorney immediately. They can provide guidance tailored to your situation.

Conclusion

As motorcyclists, understanding how to handle police encounters can significantly affect your riding experience and legal standing. Stay calm, know your rights, and remember that you have the power to protect yourself while remaining respectful. Whether you're navigating a traffic stop, addressing police scrutiny of your motorcycle club, or dealing with the aftermath of an accident, being prepared and informed is your best defense.



IIHS Studies Distracted Driving

[learn more: MRF.ORG](https://mrf.org)

The Insurance Institute for Highway Safety (IIHS) released details of a recent study on driver behavior when using vehicles with levels of automation. The study, done in partnership with the Massachusetts Institute of Technology AgeLab, should raise the eyebrows of those charged with establishing rules for this new technology (study linked below).

This initial statement from the IIHS encapsulates what many have witnessed on the road, "Drivers are more likely to multitask when using partial automation, and some manage to do so even while playing by the rules of the system's attention requirements." The study points to how some drivers have "mastered" the ability to prevent warnings of inactivity and thus negate the intended safeguards.

The analysis included different vehicle types and driver groups, yet in every case, drivers engaged in distracting activities more often when using the technology than while driving without it. These results clearly indicate that drivers have a false sense of security when using automated driving features.

Drivers are responsible for their actions when behind the wheel. However, the Motorcycle Riders Foundation (MRF) remains troubled by marketing campaigns and narratives that intentionally or unintentionally create an overconfidence in this technology. The MRF has and will continue to raise these concerns with lawmakers and policymakers in Congress and at the U.S. Department of Transportation. Distracted driving costs lives! If this new technology encourages increased distracted driving, that is unacceptable. The MRF agrees with IIHS Senior Research Scientist Alexandra Mueller, "Better safeguards are needed to ensure that the behavior change actually translates to more attentive driving."

<https://iihs.org/news/detail/drivers-quickly-learn-to-skirt-limits-set-by-partial-automation-systems>



Find Your Rep

This is a tool for looking up who your elected representatives are across the United States. Based on your address, we can find all the federal, state, county and local officials who represent you in government.

Knowing who these representatives are and contacting their offices directly is the most effective way to change how our government works.

Have an issue you care about? [Find your rep and tell them!](#)

FIND YOUR REP

The 89th Legislative Session is shaping up to be another ground war for biker legislation. Both the profiling and database bills are teed up and ready to go. They have sponsors and will be filed in November.

As with anything related to legislation, it's about numbers. In fact, without significant numbers, our legislation has little chance of succeeding. We are working hard in Texas to establish a rapid response network of Assistant State Reps to lead the way with Calls to Action and other legislative initiatives. Our goal is to quickly inundate the State and US legislators with a mountain of mail regarding biker rights, leaving no doubt in the lawmakers' minds that we mean business and will not be put on the legislative back burner.

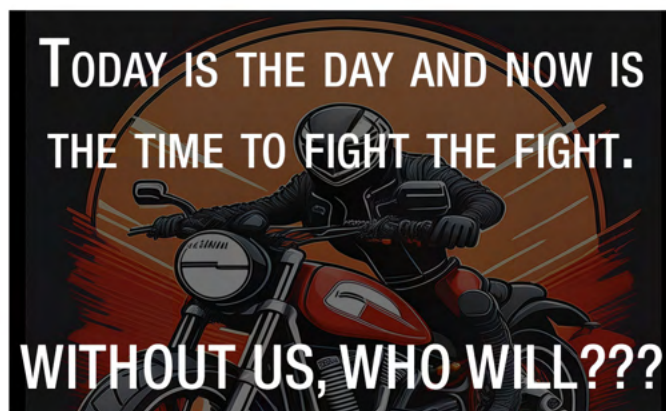
The battle cry in Texas is one of biker unity. We are enlisting an army of Freedom Fighters to join the effort and everyone that owns two or three wheels is being called to the front line. By reaching out to all motorcyclists, the numbers and sphere of influence are multiplied. The Motorcycle Riders Foundation (MRF) works for all motorcyclists and has led the way for over 40 years. The MRF brings us all together by fighting numerous anti-motorcycle agendas and establishing the national legislative agenda.

Veterans make up the single largest group in our motorcycle community, therefore we have a Veterans liaison in all our regions. Those that have served are heavily involved in motorcycle clubs, motorcycle ministries, associations, riding clubs, social clubs, and independents. When our nation or state mobilizes for any call to action or legislative effort, the veteran's liaison is key to getting the word out. If we want the numbers it takes to pass legislation, the veteran must be involved and importantly, lawmakers must know they are involved. Legislators are conditioned to respond favorably to the veteran, and we must make the connection between motorcycle legislation and the veteran.

Currently, The Internal Combustion Engine, Right to Repair, Defending the Independent Repair Shops, Renewable Fuels, Autonomous Vehicles, and End of Life Directives are in our marching orders. We recognize that without significant wins with these issues, we could be in our last decade of survival. We must fight the onslaught that would force us to surrender our lifestyle. Without us fighting the fight, who will?

You can help by joining and participating in your SMROs, quickly responding to calls to action, joining the MRF, and spreading the word. Our fight is nonpartisan in nature and necessary if we want the next generation to enjoy the open road and fresh air.

Steve (Pops) Wiehe
Motorcycle Riders Foundation – Texas
Assistant State Rep



PRIME EXAMPLE OF A UNITED MOTORCYCLE COMMUNITY



On June 28, 2023, National COIR received a report from a member of the Savage Nomads, stating that the Suffolk County Police Department in New York had denied his constitutional right to obtain a pistol license. The police department cited his membership in an 'outlaw motorcycle gang' as evidence of 'poor moral character'. However, the Savage Nomads are not an 'outlaw motorcycle gang', and the mere fact that someone rides a motorcycle or is a member of a motorcycle club does not automatically make them of 'poor moral character'. National COIR promptly shared these details with Double D of the Motorcycle Profiling Project (MPP), who quickly drafted an appeal letter and sent it to the concerned individual. The MPP then brought this issue to the attention of the National Council Of Clubs (NCOC) and the Motorcycle Riders Foundation (MRF). Both organizations agreed that this decision was discriminatory and that this subjective denial of rights should not go unchallenged. As a result, National COIR, the MPP, the NCOC, and the MRF joined forces to fight against this discrimination of motorcyclists and to protect the rights of ALL motorcyclists. We are thrilled to report that due to Evan's report to National COIR and the subsequent support of the MPP, the NCOC, and the MRF, the appeal was successful! This success demonstrates the power of unity. It is crucial for independent riders, Motorcycle Rights members, and Motorcycle Club members to work together to safeguard the rights of ALL motorcyclists!



By Mitchell Proner, Proner and Proner Attorneys at Law

In recent years, motorcyclists across the United States have faced what are known as motorcycle-only checkpoints (MOCs), which are police stops set up specifically for motorcycles. While law enforcement agencies argue that these checkpoints are designed to promote safety and reduce accidents, many motorcyclists believe they unfairly target riders, potentially violating their rights. If you find yourself stopped at a motorcycle-only checkpoint and feel that illegal activity or discrimination occurred, you may be able to win a lawsuit against the state or local police. This article explores what MOCs are, why they are controversial, and how to take legal action against unconstitutional practices.

What Are Motorcycle-Only Checkpoints?

Motorcycle-only checkpoints are similar to DUI or sobriety checkpoints, but they specifically target motorcyclists. During these stops, police may check a rider's license, registration, insurance, and equipment, as well as ensure compliance with helmet laws. These checkpoints have been implemented in several states under the claim that they improve safety by enforcing traffic laws among motorcycle riders.

However, MOCs have been criticized for singling out one group of drivers (motorcyclists), leading to claims of discrimination and unconstitutional searches or seizures under the Fourth Amendment of the U.S. Constitution.

Legal Concerns with Motorcycle-Only Checkpoints

The main legal concern surrounding MOCs is whether they violate motorcyclists' rights under the Fourth Amendment, which protects against unreasonable searches and seizures. In a typical traffic stop, police must have reasonable suspicion of a law being broken to stop a vehicle. However, at checkpoints, vehicles (or in this case, motorcycles) are stopped without any individual suspicion of wrongdoing.

The U.S. Supreme Court has ruled that some checkpoints are constitutional, such as DUI checkpoints, as long as they serve a public interest and have minimal intrusion on personal rights. But motorcycle-only checkpoints have been criticized for unfairly targeting motorcyclists, which raises constitutional issues, especially if the checkpoint was established with discriminatory intent.

Legal Battles Over Motorcycle-Only Checkpoints

Several states have taken legislative or legal steps to ban or limit the use of MOCs. For instance:

- **In 2011, New York State passed a law prohibiting the use of state funds for motorcycle-only checkpoints.**
- **Illinois and Virginia have also passed laws restricting motorcycle-only checkpoints.**
- **Federal legislation** has been proposed to limit funding for these checkpoints at the national level.

Despite these efforts, motorcycle-only checkpoints still exist in some areas, and motorcyclists are sometimes left with no choice but to challenge these stops in court.

Winning a Lawsuit Against the State or Local Police for Illegal Checkpoint Activity

If you were stopped at a motorcycle-only checkpoint and believe your rights were violated, you may have grounds to file a lawsuit. Here's how you can increase your chances of success:

1. Establish a Violation of Your Constitutional Rights

To win a lawsuit, you must prove that the checkpoint violated your rights, especially your Fourth Amendment right against unreasonable search and seizure. This could include:

- **Discriminatory Enforcement:** If motorcyclists were targeted unfairly or with discriminatory intent.
- **Lack of Reasonable Basis:** If the checkpoint was set up without a legitimate public safety purpose, or if police went beyond a reasonable inspection by conducting unnecessary searches or detaining you without probable cause.
- **Unconstitutional Procedures:** If the checkpoint did not follow the legal guidelines established by state law or U.S. Supreme Court precedent for how such stops should be conducted.

2. Collect Evidence

To build a strong case, gather as much evidence as possible. This might include:

- **Video Footage:** If you have a helmet camera or cell phone footage showing the stop or interaction with police, it can be critical in proving your case.
- **Eyewitness Testimony:** Fellow riders or other witnesses who saw the stop can testify to what happened.



- **Documentation of the Stop:** Request a copy of the police report and any other documentation of the checkpoint, including any tickets or violations issued to you.
- **Checkpoint Details:** Find out whether the checkpoint was properly authorized by state or local laws and whether there was a public safety justification for the checkpoint.

3. File a Lawsuit

Once you have gathered your evidence, you can file a lawsuit against the state or local police department responsible for the checkpoint. You may be able to claim:

- **Violation of Fourth Amendment Rights:** Asserting that the checkpoint was an unreasonable search or seizure.
- **Discriminatory Enforcement:** If you believe the checkpoint targeted motorcyclists unfairly or based on discriminatory practices.
- **Damages for Losses:** If you suffered any financial losses, such as fines, lost wages due to detainment, or emotional distress, you can seek compensation.

4. Seek Legal Assistance

Winning a lawsuit against the state or local police for an illegal motorcycle-only checkpoint is challenging, but it's possible with the right legal support. Hiring an attorney who specializes in civil rights or traffic laws can significantly improve your chances of success. Your lawyer can help you:

- Determine if your rights were violated.
- Navigate the complexities of filing a lawsuit against a government entity.
- Gather additional evidence or expert testimony if needed.

Conclusion

Motorcycle-only checkpoints remain a controversial practice, with many riders questioning their legality and fairness. If you believe you were unfairly targeted or your rights were violated at a motorcycle-only checkpoint, you can take legal action. By proving that the checkpoint was unconstitutional, discriminatory, or improperly conducted, and by collecting strong evidence, you stand a good chance of winning a lawsuit against the state or local police. Remember, protecting your rights as a motorcyclist not only benefits you but helps safeguard the entire riding community.

If you're ever unsure of your rights or encounter a questionable checkpoint, consult an attorney to understand your options and fight back against illegal enforcement practices.

CLIMATE ALARMISM

THREATENS THE BIKER LIFESTYLE

Harley-Davidson CEO Jochen Zeitz tells us in the Japlopnik newsletter that after 120 years of producing big gas-powered cycles, electrification is the logical next step in a so-called age of decarbonization.

REALLY? WHATS THE REAL DEAL? THE TRUE SCIENCE?

FACT: Carbon dioxide (CO2) is a necessity for all life, not a pollutant that threatens our existence.

For millions of years, Earth has been in a relative CO2 famine. However, since the Industrial Revolution, increasing atmospheric CO2 has had a measurable, positive effect on plant life.

This reversal of CO2's downward trend may very well prevent the eventual demise of all life from CO2 starvation, according to scientists at the CO2 Coalition.

YOUR UPSWEPT PIPES FERTILIZE THE AIR.

CO2 will continue to boost farm productivity, help feed a growing population and contribute to an overall greening of Earth that began nearly a century ago.



JOIN THE IMA TODAY!



CO₂
COALITION

Wind For Energy?



CHALLENGING NET ZERO WITH SCIENCE

Net Zero plans to eliminate emissions of CO2 are dangerous and unsupported by science. According to 600 million years of geological evidence, CO2 levels are near a record low and atmospheric increases of the gas follow warming periods rather than precede them. This is enough to debunk the notion that CO2 is a dominant driver of global temperatures.

TRUTH: Net Zero means zero freedoms.

FIGHTING BACK: The Independent Motorcycle Aftermarket stands for the freedom to choose internal combustion engines far into the future. YOU should be able to decide what you ride and when you ride. We believe in liberty and the ability to ride free forever.



The Independent Motorcycle Aftermarket are aligned in maximizing the freedom of riders and independent dealers and custom bike builders. Having founders who have been freedom fighters for more than 40 years to protect the cycling lifestyle, IMA has excellent perspective on the motorcycle industry and is aligned with state organizations all over the country. JOIN IMA today at <https://imamembers.org>

CO2 COALITION, with a membership of 150 scientists and researchers, is the leading organization standing for the truth about CO2's benefits and for honest science. JOIN the CO2 Coalition. www.CO2Coalition.org

FINAL THOUGHT: Did you know that every wind turbine contains 80 gallons of oil?

WE WILL NEVER GIVE IN OR GIVE UP ON FREEDOM, THE TRUTH OR OUR MOTORCYCLE



NEW LAW! **Effective July 1st 2025!** **Lane Splitting/Filtering**

A motorcycle may be operated between lanes of moving or stationary vehicles headed in the same direction of travel, when the following apply:

25 MPH MAX. SPEED

15 MPH MAX. OVER SPEED OF TRAFFIC

IT CAN BE DONE SAFELY!



reference bill # HF 5247

Minnesota

National Council Of Informed Riders – Digital Magazine Rate Sheet

Published Quarterly – 4 Issues Annually - Advertising Rates: (client supplied ads can be color or black and white)

Front cover Lower Bottom Banner - quarterly includes - *One link out = \$250

Inside cover Full Page ad - quarterly includes - *One link out = \$150

Back Cover Full page ad - quarterly includes - *One link out = \$150

Half page Horizontal only ad- quarterly includes - *One link out = \$75

Full Page (any position) ad - quarterly includes - *One link out = \$125

Additional outbound Links **per link per quarter** on existing ad (FB, IG etc.) = \$15 each

Replace existing hyperlink after published = \$10

Add your video link to your advertisement (overlays on ad) per month –*YouTube links only - \$25 add on

** Link Out to Be Embedded in Your Advertisement/ Active link must be provided by advertiser*

Advertisement Specs & Deadlines

Digital ready ads need to be emailed to the editor at media@nationalcoir.org on or before the 10th of the month prior to the start of each quarter

Ad Specs in inches:

Full page color = 8.75 (Horizontal) x 11.25 (Vertical) w/ .5 margin for bleed 300dpi RGB

Half page color Horizontal layout - 7.500 (Horizontal) x 4.625 (Vertical) 300 dpi RGB

Bottom banner ad Front Cover – 7.500 (Horizontal) x 1.00 (Vertical) 300 dpi RGB

ALL ADS MUST BE 300 DPI RESOLUTION, RGB Color or B&W - PRINT READY JPEG FILES ONLY.

Deadline: The 10th of the month prior to the start of each quarter:

Scheduled Publishing Dates and Deadlines for Ads:

January 1st, 2025 – Ad deadline December 10th, 2024

April 1st, 2025 – Ad deadline March 10th, 2025

July 1st, 2025 – Ad deadline June 10th, 2025

October 1st, 2025 - Ad deadline September 10th, 2025

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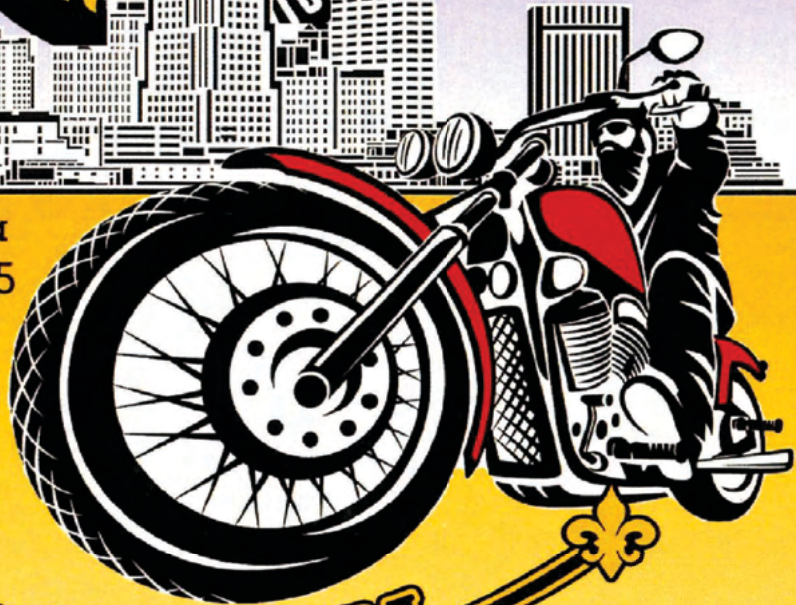
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MEETING OF THE MINDS



Shreveport, Louisiana
September 25-28, 2025



41ST ANNUAL
"Laissez le bon temps rouler"