

NATIONAL COUNCIL OF INFORMED RIDERS

FALL 2025

ISSUE: 4

NATIONAL COIR

**CR88 SIGNED
INTO LAW**

41ST MEETING OF THE MINDS

E15 UPDATES

T IS FOR TIRES - SAFETY SERIES

WHAT THE NEW AEB MANDATE MEANS FOR MOTORCYCLISTS

THE "BIG BEAUTIFUL BILL" AND WHAT IT MEANS FOR BIKERS



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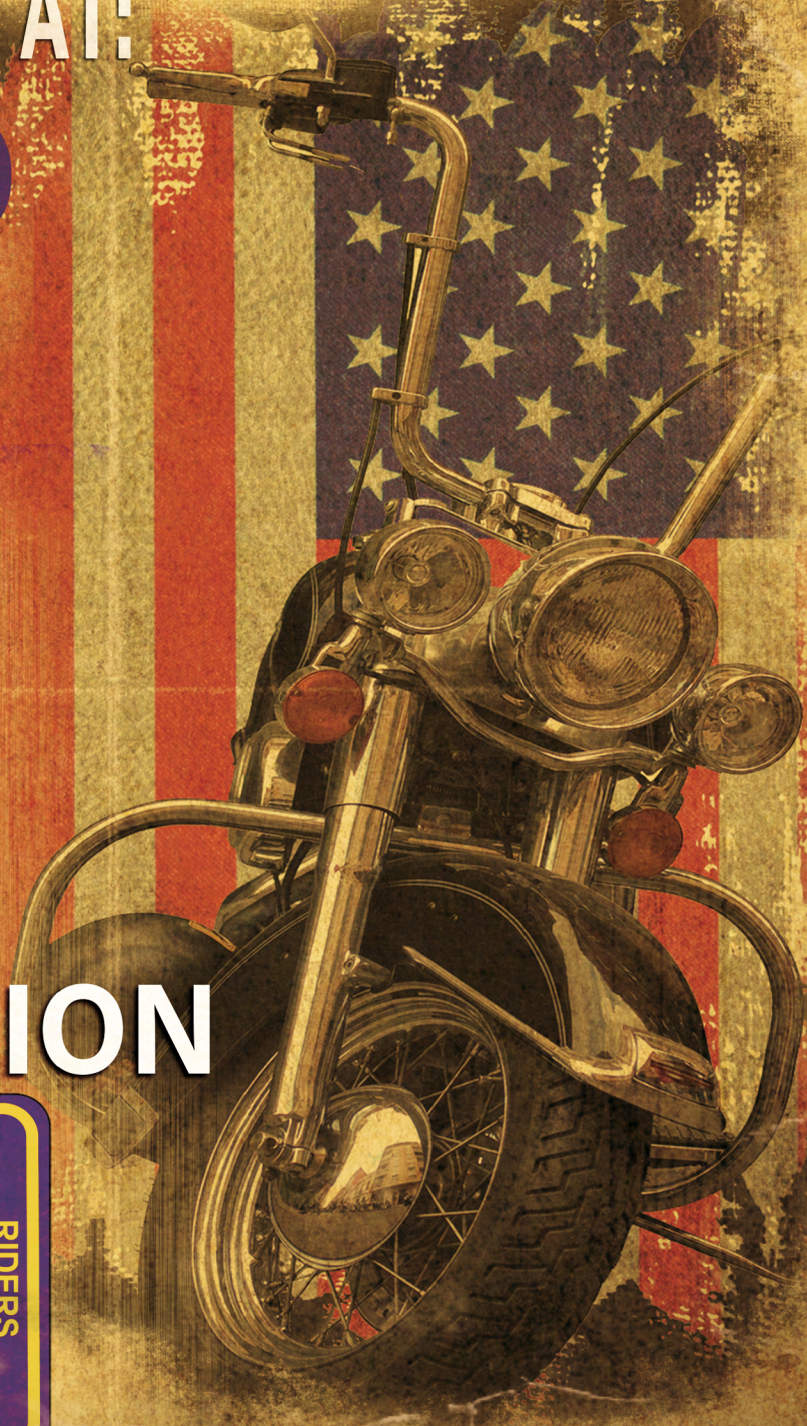
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Lone Star Rally 2025

Thu, Nov 06 - Sun, Nov 09, 2025
Galveston, TX lonestarrally.com



The Lone Star Rally is a Texas size party for those who live life wide open and ride hard. Live Music, Bike Shows, Contests, Rides, Vendors, Military Tributes and much more. From the furthest reaches of the USA, the Lone Star rally brings together hundreds of thousands of biker loving friends to party, ride and shop. This year promises to be even bigger and better than ever before. So, hold onto your handlebars, you're in for the time of your life. (Family Friendly)

Roscoe's Chili Challenge 2025

Thu, Nov 06 - Sat, Nov 08, 2025
Lakeland, FL roscoeschilichallenge.com/rcc

Roscoe's Chili Challenge is a whole lot more than some chili cooking... It's three days of one of the wildest parties of the year. There will be Live Music, Contests & Games, Food, and of course the Famous Stage Show. Returning to a BIKER rally!! To tent camp on the RCC grounds, one must RIDE a BIKE in!! (Adults Only)

The Love Ride is Back

Sun, Nov 09, 2025
Glendale, CA <https://loveride.org/>

After too many years of being gone, the Love Ride returns to Southern California! Join Grand Marshal, Jay Leno, Honorary Grand Marshal, Robert Patrick, and Bill & Karen Davidson, along with thousands of riders on this famous ride from Glendale Harley-Davidson to Castaic Lake for an unforgettable day of purpose, music, and unity.

Palm Beach Motorcycle Expo

Sat, Nov 22, 2025 - Sun, Nov 23, 2025
West Palm Beach, FL <https://motorcycleexpo.us>

The Motorcycle Expo is taking over the Palm Beach County Convention Center... and it's not your average bike show! Packing 50,000 square feet with everything motorcycle - custom builds, major manufacturers, badass gear, live entertainment, and the kind of energy you don't fake. Meet the makers. See the machines. Talk shop with the legends.



SAVE THE DATE! EVENTS FOR 2026

AIMExpo

Wed, Feb 7 - Fri, Feb 9, 2026
Anaheim, CA aimexpousa.com

The purpose of American International Motorcycle Expo is to serve as the catalyst to bring together industry, press, dealers and consumers in a single arena that creates a grand stage for motorcycling and powersports in the U.S. and North America, and delivers an efficient and energetic market-timed expo platform for B2B and B2C in the greater powersports industry. (Family Friendly Event - However, kids will be very bored)

Gibtown Bike Fest 2026

Jan 9 - 11, 2026
Riverview, FL gibtownmotorcyclerrally.com



Dubbed as "Florida's Most Entertaining Bike Week", the 2026 Gibtown Bike Fest is a weekend with something for everyone. Live Music All Weekend Long, Entertainment, Motorcycle Daredevil Show, Circus Acts, Vendors, Food & Drink, and a Whole Lot More. Camping is available directly across the street.

Colorado Motorcycle Expo

Sat, Jan 31 - Sun, Feb 1, 2026
Denver, CO www.coloradomotorcycleexpo.com

More than 20,000 square feet of used motorcycle parts for sale, close to 300,000 square feet of total space. 100+ custom and antique bikes competing for prizes in up to 20 classes, including the 3rd annual inclusion of the Iron Goddess Female Builder competition. There will also be live music and DJ's, tattoo competitions, motorcycle training courses, contests, Evolution of Thee Vicla display by Vatos Y Viclas, and our 4th annual indoor poker run, benefiting the Tunnels to Towers Foundation. (Family Friendly Event)

Bikers Inside The Beltway 2026

Washington, DC
Embassy Suites Alexandria Old Town
May 18 - 19, 2026 www.mrf.org/events



42nd Annual Meeting of the Minds

Milwaukee, Wisconsin - Sheraton Milwaukee-Brookfield
September 24 - 27, 2026

A PERSONAL GUIDE TO THE FIRST STEP IN T-CLOCS

Every year, I walk through T-CLOCS as a pre-ride checklist to help fellow riders inspect their bikes. Whether you're heading out for a quick ride or gearing up for the season, T-CLOCS is a solid way to make sure everything's in shape.

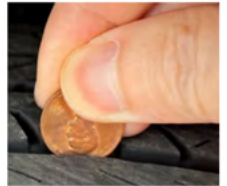
Today, I want to focus on the "T" - tires.

Tires aren't just about air pressure. They're about safety - yours and everyone riding with you. A bad tire can kill you. Worse, it can take someone else out too. That's why I take tire checks seriously.

Let's start with air pressure. You'll find the recommended PSI printed on the tire's sidewall, on a label on your frame, and in your owner's manual. I use a standard air pressure gauge, but if you ride a bagger like I do, I suggest getting one with a longer tube - it makes the job easier. On my bagger, it's tough to read the sidewall with the bags on, so I write the pressure down and tape it to the gauge. That way, I've got it handy every time.



Next up: tread. You can buy a tread gauge, but I stick with the "Penny Test." I take a regular penny, insert it into the tread, and look from the side. If I can see all of Lincoln's head, it's time for new tires. I also inspect the entire tire. A few years back, we saw a wave of defective tires - cracking, chunking, pieces coming loose. I check for cracks, missing chunks, slices, and anything embedded like nails or screws.



Uneven wear is another red flag. It might mean something's off that you can't see. If you've got wire spokes, it could point to bad wheel bearings, warped rotors, or bent spokes. I don't just look - I run my hands over the tire. You can feel problems that aren't visible.



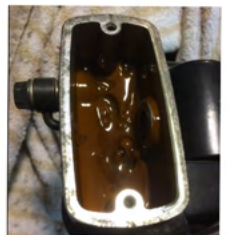
I always check my rims and spokes too. Cracks, holes, loose or bent spokes - they're all signs something's wrong. Ryan F9 did a great video on pre-ride checks. He uses his air gauge to tap each spoke. If one sounds different, it's a warning. Here's the link on youtube:

<https://youtu.be/AjfrZqkDXnA?si=brrF9X-hlQRotRMr>



Rolling the bike helps me inspect every part of the tire. The rear wheel's a pain without a lift or jack, so I lay on the floor and have someone roll the bike while I look.

Brakes are part of this check too. I inspect the pads and test the brakes in the garage, at slow speeds, and then out on the road. If they're noisy or not stopping right, I check the brake fluid. Some bikes have two reservoirs, so I check both. Fluid might not fix the issue, but it's worth checking. I also make sure the brakes aren't sticking.



I won't dive deep into tire brands, but I do have a few hard rules :

1. Put motorcycle tires on motorcycles. Engineers design them for our safety - car tires don't belong on bikes.
2. Match your tread. Mismatched tires can make your ride rough.
3. Don't cheap out. Your life rides on those tires.



~ Dellann Stutsman, Leather & Lace MC

6 WHAT-THE-NEW-AEB-MANDATE-MEANS-FOR-MOTORCYCLISTS

BIG PROMISE, BIG BLIND SPOTS

AUTOMATIC EMERGENCY BRAKING IS COMING TO EVERY NEW CAR - HERE'S WHY RIDERS SHOULD CARE.

Picture this: You're cruising through town when the car ahead slams on the brakes. You react instinctively, scrub speed, and stay upright. Now imagine that car makes the decision on its own. That's the future federal regulators are locking in automatic emergency braking (AEB) on every new light-duty vehicle sold in the U.S. within the next few years.

AEB systems use cameras, radar, and software to detect obstacles and apply the brakes-sometimes before the driver even realizes there's a threat. The goal is clear: fewer crashes, less severe impacts, more lives saved.

For motorcyclists, that sounds like good news. Anything that prevents a rear-end strike from a distracted driver or a sudden stop at a crosswalk is a win. But there's a catch: the new federal requirements don't explicitly test whether these systems can reliably detect motorcycles.

Some systems do-under ideal conditions. Many don't, especially at night, in rain, or when a bike presents a narrow head-on profile. That gap between policy and real-world riding is where the motorcycle community must speak up.

THE MOTORCYCLE BLIND SPOT IN CAR TECH

Why Two Wheels Are Harder to See

To a sensor, motorcycles are smaller, more variable targets than cars. Radar sees a smaller cross-section. Cameras struggle with narrow headlight signatures, shifting rider positions, and background clutter. At intersections-especially during left-turn violations-bikes are often hidden behind larger vehicles until the last moment.

AEB systems fuse radar and camera inputs to identify objects and predict paths. They're evolving fast. But algorithms are only as good as the data they're trained on. If motorcycles aren't part of the rulebook and validation suite, performance will vary widely across brands and models.

What the Rule Does and Doesn't Require

The new AEB standard sets minimum performance for detecting vehicles and pedestrians, day and night, and for slowing or stopping to avoid crashes. That's a major step forward. But the official tests involve cars and pedestrian dummies-not motorcycles.



Contrast that with Europe's Euro NCAP, which includes motorcycle-specific scenarios in its safety ratings. Public scoring pushes automakers to improve quickly. In the U.S., without a clear motorcycle test, some manufacturers will invest in robust detection-others may not until regulators or market pressure demand it.

For riders, two truths coexist:

- AEB will likely prevent some crashes that would otherwise involve us-especially rear-end chain reactions and inattentive-driver shunts.
- AEB might fail to prevent, or even misinterpret, bike-specific scenarios if the system doesn't detect us or predicts our movement poorly.

WHAT RIDERS CAN DO RIGHT NOW

Read the Road Like a Sensor - You already scan for eye contact and wheel movement. Add "sensor thinking" to your toolkit:

- Expect late, hard braking from drivers relying on automation. Keep an escape route when stopped or first at the light.
- Don't assume tech will save you at intersections. Cover your brakes, position for visibility, and buffer against left-turners.
- Watch for occlusion. If you're hidden behind a truck or SUV, a driver's camera might not see you until it's too late.
- Stagger your position to break out of visual clutter.

Make Yourself Machine-Visible

This isn't about blame—it's about stacking the odds:

- High-contrast helmets and jackets help cameras cut through noise.
- Legal auxiliary front lighting, especially triangulated patterns, improves depth cues.
- Reflective accents on gear boost nighttime visibility.
- Headlight modulators are federally allowed under FMVSS; check state rules and use them wisely.

Document and Report ADAS Weirdness

If an AEB or driver-assist system behaves unpredictably—phantom braking, near misses, failure to detect, document it.

- Note the vehicle make, model, location, lighting, weather, and what happened.
- Save dashcam or helmet cam footage.
- Report it to NHTSA via the Vehicle Safety Complaints portal ([safercar.gov](https://www.safercar.gov)) and to the automaker's customer care line. More data means more action.

What Policymakers and Automakers Could Fix

Put Motorcycles Into the Test

If it matters, measure it. Adding motorcycle detection scenarios to compliance tests would align safety tech with American roads. Proven targets and scenarios—straight crossing path, oncoming, offset, and night conditions—already exist.

Make the Data Public and Useful

Two requests from the motorcycle community:

- Require transparent reporting of AEB performance with motorcycles during development and post-sale updates.
- Standardize crash reporting so police and insurers flag when AEB or driver-assist features were active—and whether a motorcycle was involved. We can't fix what we can't see.

Tell Drivers What the Tech Can't Do

Dealer training and owner's manuals should clearly explain how well systems detect motorcycles, where they struggle, and that AEB is a last-ditch helper—not a substitute for attention. Over-trust kills. Labels and infotainment prompts that reinforce “assist, not autopilot” save lives.

How Our Community Can Move the Needle

• Contact your federal representatives and ask NHTSA to include motorcycle detection in the next AEB update.

Personalized notes matter

- Support rider advocacy groups like the AMA and MRF—they keep motorcycles visible in regulatory conversations.
- Share your experiences and footage with Vision Zero teams and state DOTs. Invite them to bike nights and safety events.
- Spread the word at local shops and clubs. A 10-minute toolbox talk on AEB could save a life.
- Use rider-focused hashtags like #MotorcycleSafety, #LookForMotorcycles, #ADAS, and #VisionZero to amplify awareness.

The Bottom Line

AEB is coming to every new car. That's progress. But progress for four wheels isn't automatically progress for two. If the technology can't reliably recognize motorcycles, we're back to the same old heartbreak—only now with extra complexity and fewer excuses.

This is our moment to shape how the future sees us. Ride smart. Share your stories. And keep the pressure on the people building and regulating the systems that will share our roads.

If we insist motorcycles are part of the standard—not an afterthought—we'll turn a promising safety breakthrough into a genuine win for the entire riding community.

Your move, moto family: speak up, gear up, and let's make sure the machines are learning the right lessons about life on two wheels.

Sources: [NHTSA Finalizes Rule on Automatic Emergency Braking](#) - [Federal Motor Vehicle Safety Standards](#) - [AEB Systems for Light Vehicles](#) - [DOT's Spring 2025 Regulatory Agenda](#)





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!



34th Annual Jim McClure *all-Harley* TOP FUEL WORLD FINALS OCTOBER 24-26, 2025

Gate Times:

Thursday- Gates Open 10am, Early Pit Parking
Friday- Gates Open 8am, Test and Tune 1pm - 6pm
Saturday- Gates Open 8am, Time Trials/Qualifying 10am
Sunday- Gates Open 8am, First Round 11am

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Saturday - \$40 2/Day Pass
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12 AND UNDER FREE



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November 1st - 1 pm - 4 pm

Buzz's Bar

W2116 Cty Rd S, Freedom, WI, 54130

November 8th - 9 am - Noon

Wisconsin Harley Davidson

1280 Blue Ribbon Dr, Oconomowoc, WI 53066

December 6th - 9 am - Noon

John & Michelle Bateman Tavern

19990 County Hwy X, Chippewa Falls, WI, 54729

Check back for
more options.



www.abatewis.org

WHAT HAVE I (YOU) DONE LATELY FOR MOTORCYCLING IN GENERAL?



I recently overheard an older rider talking to a young man who was interested in the older man's Harley and conversed about possibly becoming a motorcycle rider himself. One of the things the biker stated was that the person can take a motorcycle riding course, which offers the opportunity to both learn how to ride and get licensed. He highly recommended doing so. Great stuff to hear! Once the conversation was over between the two; I approached the rider, introduced myself, and told him that it was good to see a younger person interested in riding and having a veteran rider pointing him in the direction of taking a course. I then asked when did he take a course, under the assumption he did. His response was-wait for it-"I never took a course, I know how to ride."

Now my first reaction was dejection, but I didn't want to be negative; yet this seems to be an all too frequent response when it comes to rider education. This biker may very well be an accomplished, proficient motorcyclist, but various studies and/or reports indicate that riders are far more responsible for the unfavorable statistics we encounter every year than we would like to believe, and a lot of those numbers include the issue of learnt skills or skill levels.

Granted, my opinion of rider education is biased because of what I do, but I honestly believe (like many others involved in rider education) that the more bikers become better educated and skilled, the better the odds of reducing the risks we may run into every time we ride.

The recent sales slump of motorcycle sales could very well be a part of the reduced training numbers. This can include the younger population having less of an interest in the motorsport, as well as the older population aging out of riding, plus other aspects. Technology, smartphones, social media may well be a major part of the problem with the younger generation. We that are older have to realize that our world has changed. Many of us grew up at different time, and the reasons for our initial interest in motorcycles may no longer exist. To be honest, I cannot remember the last time I saw a minibike buzzing around, the first thing related to riding that I thought was extremely cool. Even something as simple as cloth pins holding playing cards to the spokes of bicycles seem to be a long-gone memory. Youngsters today just seem to be engrossed in their screens, whether part of a phone or a computer. The world, as the young know it, has become a digital one; a world where they can find anything they need, at least so they are inclined to believe.

The younger generation is interested in new experiences, but if they are not exposed to things like riding properly, how will they become interested? This is where I believe we can make a difference as a community. As bikers, we should be doing what we can to promote what we all know is amazingly fun, adventurous, and fulfilling. Who better to encourage a new generation of riders than us? We have traveled numerous miles, visited and seen memorable places, and enjoyed biking in every form possible. But as we become the ambassadors of motorcycling, we should also serve as models of what new riders should be. Our job is too become better educated in riding skills and the know-how to be a ride safer. I have always said that we as a society can do better to help ourselves survive the risks we encounter, we really need to do it not just for ourselves but for the sport of motorcycling in general.

The benefits can be endless and can give you a whole new satisfying experience to the motorsport. With that, there is no reason to stop there; consider yourself to be a mentor to those that are starting off their journey into motorcycling. Once they have experienced the joy of the wind and open road, continue the process of encouraging one to become a lifelong learner as well as introduce them to the world of motorcycle rights and protection. Once they have that feeling within them, the understanding of doing what they can to protect their ride to continue their newfound experience would be far easier to understand than just laying it on them at the "newbie" level.

There is a lot we as a motorcycling community can do to help grow not only the interest in motorcycling, but also nurture the information for rider education, safety, skills and the protection of our rights -BUT we need to also reflect what we promote and "practice what we preach." I have told countless people that most of my most memorable experiences, best friendships gained, amazing number of fantastic sights seen and people met happened because of motorcycling. To have an opportunity to share that with someone that may be interested in motorcycles and even those that may never have considered them is a great chance to give back to the one greatest thing I have so gratefully have been able to encounter and enjoy.

As I have stated many of times, there is much as we can all benefit from becoming better educated. Doing so can also promote a better future for motorcycling. Ask yourself, what have I done lately to make myself safer? What have I done lately for motorcycling in general? We all know the enjoyment of riding and its rewards. It's time to share the knowledge of our passion with a new generation. This is something each of us can easily do and perhaps may be the strongest force to help ignite the spark to ride. As a group we can do this, and the time to do it is now.

Don Gomo is the Founder of Empire State Motorcycle Safety Education Program (a not-for-profit organization that promotes rider education for free). He was also the Safety/Skills Editor for American Iron Magazine and a Motorcycle Safety Foundation (MSF) RiderCoach for two decades. Don has also received multiple awards for his efforts in rider education, including the 2020 AMA Volunteer for Riding. His personal website: <https://www.gomotorcycling.org>

10 — E15 IS GOING YEAR-ROUND IN THE MIDWEST —

What Riders Need to Know Before the Next Fuel Stop

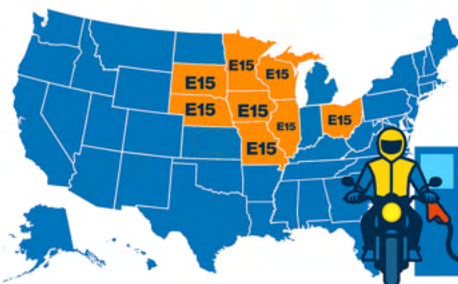
You're on a summer ride, the sun's low, and the nearest station has a great price plastered across a big blue button: "UNLEADED 88." You're thirsty, your bike's thirsty, and traffic's stacking behind you. What you might not realize in that split second is "Unleaded 88" is E15 - gas with 15% ethanol - and it's not approved for motorcycles. With year round E15 now rolling out across much of the Midwest, those split-second decisions are about to matter more than ever.

What changed - and where

The Environmental Protection Agency finalized a rule allowing year round sales of E15 in eight Midwestern states that began in the 2025 summer driving season.

Those states are:

- Illinois
- Iowa
- Minnesota
- Missouri
- Nebraska
- Ohio
- South Dakota
- Wisconsin



States Granted a Delay:

Ohio and South Dakota were granted a one-year extension (2026) by the EPA to delay the permanent implementation of year-round E15 gasoline sales. Their governors requested the delay out of concern for potential fuel supply disruptions and price volatility in their states. Kansas also submitted a similar request but was not among the original eight states included in the E15 rule.

Background on the E15 ruling

- The states involved: In April 2022, eight Midwestern states petitioned the EPA to remove a volatility waiver that restricted the summer sale of E15 (a blend of 15% ethanol and 85% gasoline). These states were Illinois, Iowa, Minnesota, Missouri, Nebraska, Ohio, South Dakota, and Wisconsin.
- EPA approval with initial delay: The EPA finalized its rule in February 2024, granting the request for these eight states but delaying implementation until the summer of 2025. This initial delay was made to provide more time for refiners and distributors to adapt.
- Request for additional delays: Before the rule was set to take effect, the governors of Ohio and South Dakota, and also Kansas, requested an additional one-year delay until 2026. The EPA granted the extension to Ohio and South

Reasons for the delay requests

The states that sought a delay cited potential economic disruptions. They expressed concerns from the petroleum industry that adapting to the new fuel requirements within the given timeframe could lead to:

- Fuel supply issues
- Increased fuel price volatility
- Difficulty for distributors and retailers in retrofitting equipment to handle new fuel types

In past summers, E15 availability bounced around because of seasonal fuel volatility rules and temporary waivers. Now, in these states, retailers have a clear green light to offer E15 all year. Expect more pumps labeled "Unleaded 88" (E15) next to your familiar "Regular 87" (typically E10) as stations adjust their blends, pricing, and promotions.

Why E15 is a problem for motorcycles

Most motorcycles sold in the U.S. are certified for gasoline containing up to 10% ethanol (E10). E15 is not approved for motorcycles under federal regulations, and the EPA-required orange label specifically says: "Do Not Use in Motorcycles." Using E15 can damage fuel systems and may put you at odds with federal rules and your manufacturer's warranty.

Mis-fueling is easy to do - here's how to spot E15

Labels and language to look for:

- "Unleaded 88" is commonly E15. "Regular 87" is typically E10. Always read the fine print on the button or sticker.
- Look for the orange E15 label. It states which vehicles can use it-and clearly says no motorcycles.
- Blender pump clues: If the pump offers E15, E30, or E85 from the same nozzle as regular, it's a blender system. Cross-contamination can occur if the last user pumped a higher-ethanol blend.
- Shared hose? Dispense a small amount of E10 into a gas can (or the station's provided container if available) to flush the hose before filling your tank. Better yet, choose pumps with dedicated hoses for each grade when possible.

What riders can do right now

- Use an app. Tools like "Pure Gas" and similar databases can help you find ethanol-free stations, especially in rural areas or near lakes.
- Keep a simple fuel log. If your bike starts running hot or rough after a fill, note the station and pump - useful if you need to troubleshoot or file a complaint.

If your state is on that E15 list, take five minutes this week to contact your legislators and your Department of Agriculture. When riders talk, policymakers listen.



DISMANTLING CALIFORNIA'S EV MANDATE

In a landmark move that reshapes the future of vehicle emissions policy in the United States, President Donald J. Trump has signed House Joint Resolution 88 (CR88) into law, officially revoking California's authority to enforce its Advanced Clean Cars II (ACC II) regulation. The law, now designated Public Law No: 119-16, represents a dramatic shift in federal oversight of environmental standards and state autonomy.

What CR88 Does

CR88 provides congressional disapproval of the EPA's waiver that allowed California to implement ACC II—a regulation requiring 100% zero-emission vehicle (ZEV) sales by 2035, with a phased rollout beginning in 2026. The waiver had enabled California to set stricter emissions standards than federal guidelines under the Clean Air Act, a privilege it has held for decades.

The resolution passed with 246 votes in the House and 51 in the Senate, reflecting strong Republican support and opposition from Democrats and environmental advocates.

Links to the bill:

CR88 Bill History & Actions: <https://www.congress.gov/bill/119th-congress/house-joint-resolution/88/history>

CR88 Full Text (PDF): <https://www.congress.gov/119/bills/hjres88/BILLS-119hjres88eh.pdf>

Trump's Justification

In his signing statement, President Trump emphasized the need for uniform national standards, arguing that California's waiver created a de facto national EV mandate that infringed on consumer choice and federal authority.

"Our Constitution does not allow one State special status to create standards that limit consumer choice and impose an electric vehicle mandate upon the entire Nation," Trump stated.

Legal Challenges Ahead

California Attorney General Rob Bonta, joined by attorneys general from 11 other states, has filed lawsuits challenging the legality of CR88. Their argument hinges on whether the EPA waiver qualifies as a "rule" under the Congressional Review Act (CRA)—the mechanism used to pass CR88. Opponents claim waivers are administrative decisions, not rules, and therefore not subject to CRA repeal.

National Impact

California's ACC II regulation had been adopted by 17 states and the District of Columbia, collectively representing 40% of U.S. new vehicle sales. With CR88 now law, these states may be forced to reconsider their own EV mandates, potentially slowing the national transition to electric vehicles.

Environmental groups warn that the rollback could undermine climate goals, while industry advocates argue it will preserve affordability and consumer freedom.

Relevance to Motorcycle Riders

Motorcycle riders are also affected by EPA regulations, particularly in terms of emissions standards and vehicle classification. While ACC II focused primarily on passenger vehicles, California's broader environmental policies have historically influenced motorcycle emissions rules as well. With CR88 now law, the rollback of California's waiver could mean less stringent emissions requirements for motorcycles, potentially preserving access to a wider range of models and aftermarket modifications. However, it also raises concerns about environmental impact and the future of electric motorcycles, which were gaining traction under stricter state mandates.

A Pivotal Moment

CR88 marks a turning point in the balance between federal and state power, and in the trajectory of America's environmental policy. As legal battles unfold and states recalibrate, the future of electric vehicle adoption—and the broader climate agenda—remains uncertain.



2025 NATIONAL MOTORCYCLE PROFILING SURVEY

The 2025 National Motorcycle Profiling Survey has only 5 questions that are designed to help define the profiling trends so we can focus our resources on the areas that need it the most. Your participation will have a long-lasting, positive impact on the community. This survey on average will take 1 minute to complete.

The information collected in these surveys has been an essential part of lobbying efforts at both state and national levels, and without a doubt provides critical data points for the grassroots activist to intelligently communicate issues impacting the motorcycle community and influence change.

With over 84,000 survey participants of past survey efforts, from all walks of life, the National Motorcycle Profiling Survey has a 99% accuracy and has proven that many motorcyclists are being targeted by law enforcement based on appearance. This information has been the foundation for many legislative efforts to include Louisiana's most recent legislative victory in getting an Anti-Motorcycle Profiling bill passed.

Notes:

****NO PERSONAL DATA IS REQUIRED. YOUR PRIVACY AND ANONYMITY ARE IMPORTANT AND RESPECTED.** By asking for no more than your zip code, which is also voluntary, there is no personal information to maintain or protect.

TAKE THE 2025 PROFILING SURVEY!

****If you or your organization are interested in cosponsoring this survey, or would like to get survey results specific to your state, please contact David "Double D" Devereaux at:**
doubled@motorcycleprofilingproject.com

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.wpenginepowered.com or The Motorcycle Profiling Project on Facebook.

—WHAT-MOTORCYCLE-RIDERS-NEED-TO-KNOW-ABOUT— THE “BIG BEAUTIFUL BILL”

13

By Mitch Proner,
Attorney, Rider, and Motorcycle Rights Advocate

Overview

On July 4, 2025, President Donald J. Trump signed into law a sweeping infrastructure and transportation package, commonly referred to as the “Big Beautiful Bill.” The legislation was passed by both chambers of Congress and is one of the most comprehensive federal investments in roads, bridges, and transportation systems in recent years.

While the law addresses national infrastructure needs, motorcycle riders should be aware of several aspects of the bill that could impact rider safety, road conditions, and transportation planning at both the state and federal levels.

Key Provisions That May Affect Riders

1. Federal Funding for Roads and Bridges

The law allocates significant federal funding for the reconstruction and maintenance of highways, bridges, and rural roads. For riders, this may result in improved pavement quality and more consistent road maintenance.

However, the legislation does not include dedicated requirements or funding for motorcycle-specific infrastructure features such as:

- Crash-friendly barriers
- High-friction pavement at curves and intersections
- Smooth transitions between bridge joints and roadway surfaces
- Well-maintained shoulders designed to accommodate two-wheeled vehicles

As a result, the effectiveness of these improvements for motorcyclists will largely depend on decisions made by state and local transportation agencies.

2. Accelerated Project Timelines

The bill streamlines environmental and permitting reviews, enabling faster planning and execution of infrastructure projects. While this may reduce delays in needed road repairs, it also limits the window for public input and stakeholder engagement.

For motorcyclists, this creates a risk that certain roadway features could be built without consideration for two-wheeled vehicle dynamics, such as:

- Proper drainage and shoulder slope
- Safe detours and signage in construction zones
- Surface consistency during multi-phase roadwork

Riders should monitor local projects and provide input where possible to ensure that safety concerns are addressed early.

3. Investment in Freight and Commercial Corridors

A major focus of the law is enhancing commercial transportation, including freight corridors and logistics infrastructure.

This may lead to:

- Increased truck traffic on shared roadways- Increased truck traffic on shared roadways
- Heavier vehicle loads contributing to faster road wear
- Design changes that prioritize freight movement over general roadway accessibility

For riders, an increase in commercial traffic and road wear could mean greater exposure to debris, degraded pavement, and lane width reductions, all of which present safety challenges.

4. No Direct Provisions for Motorcycle Detection in Automated Vehicle Systems

The legislation does not include mandates for motorcycle recognition in autonomous vehicle systems or intelligent transportation infrastructure. This remains a concern for many in the motorcycle community, as studies have shown that some automated systems may struggle to detect smaller vehicles like motorcycles.

National advocacy groups continue to call for specific standards that ensure automated systems reliably detect and respond to motorcycles under all traffic and weather conditions.

Recommendations for Riders

Given the scale of infrastructure funding and the pace at which projects may move forward, motorcycle riders are encouraged to take the following steps:

- Engage with local and state transportation departments to promote motorcycle safety in road planning and construction
- Attend public hearings and provide feedback during the design phase of infrastructure projects
- Report hazardous conditions through state or local road safety reporting systems
- Support organizations that advocate for motorcyclists, such as the American Motorcyclist Association (AMA) and the Motorcycle Riders Foundation (MRF)

Conclusion

The “Big Beautiful Bill” is expected to shape the future of American transportation for years to come. While the legislation includes substantial funding for highway and infrastructure improvements, it does not specifically address the needs of motorcycle riders.

To ensure that this new era of development includes safer and more accessible roads for motorcyclists, it is essential for riders and their advocates to stay informed, involved, and vocal at every level of infrastructure planning.

Ride free,

Mitchell Proner, Esq.

[Proner & Proner – New York, NY](#)

Motorcycle Accident Attorney and Civil Rights Advocate

ABATE OF MICHIGAN



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ANNIVERSARY SEMINAR CELEBRATION

Jan. 23-24, 2026

Four Points by Sheraton Saginaw
989-790-5050

4960 Towne Centre Rd, Saginaw, MI,

Seventy's theme Saturday night.

**Come dressed in your best
hippie outfit and dance to the
seventies**

Reservations must be made by

December 23, 2025

\$99/night

Press "0" then ask for
ABATE Block

Breakout sessions

DJ (both nights)

RC meeting Friday

PAC games Friday

Live/silent auctions

Region Raffles

Voting for new & improved
bylaws & board members on
Sunday morning



Merry Garrett 7346529739

Pam Fischer 3133104888

MOTORCYCLE LEGISLATION ROUNDUP



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AS OF OCTOBER 10TH 2025

Welcome to the latest edition of the Motorcycle Legislation Roundup. This update highlights newly introduced and recently passed motorcycle related laws across the United States. We focus on legislation affecting motorcycle rights, safety, environmental regulations, and more. Each summary includes a direct link to the bill for further reading and monitoring.

FEDERAL LEGISLATION:

H.R. 3385 – Motorcycle Definition Update Act

Introduced in May 2025, H.R. 3385 directs the Secretary of Transportation to revise the federal definition of "motorcycle." The proposed update seeks to standardize vehicle classifications and align safety standards across jurisdictions.

[READ THE FULL BILL TEXT](#)

STATE LEVEL LEGISLATION HIGHLIGHTS:

ARIZONA

SB1107 continues funding for the Motorcycle Safety Fund, supporting rider education and safety initiatives.

Bill Link: <https://apps.azleg.gov/BillStatus/GetDocumentPdf/520916>

CONNECTICUT

SB1083 proposes allowing motorcyclists to operate between lanes of traffic, similar to lane splitting laws in other regions.

Bill Link: <https://www.cga.ct.gov/2025/TOB/S/PDF/2025SB-01083-R00-SB.PDF>

HAWAII

HB537 mandates helmet use for all operators and passengers of two-wheeled motorized vehicles on public roads.

HB1162/SB1481 requires completion of a basic rider course before obtaining a motorcycle instruction permit. SB1216 enforces noise restrictions on motorcycle exhaust systems and increases penalties for violations.

Bill Link(s): https://www.capitol.hawaii.gov/sessions/session2025/bills/HB537_.PDF

https://www.capitol.hawaii.gov/sessions/session2025/bills/HB1162_.PDF

https://www.capitol.hawaii.gov/sessions/session2025/bills/SB1216_.PDF

IOWA

HF46 addresses law enforcement training to prevent motorcyclist profiling and improve rider interactions.

Bill Link: <https://www.legis.iowa.gov/legislation/BillBook?ga=90&ba=HF46>

Stay informed and engaged with motorcycle legislation in your state. We'll be back next issue with more updates. Ride safe and stay informed!

16 LANE SPLITTING & FILTERING LAWS

Lane splitting or lane filtering is legal in seven U.S. states: California, Utah, Arizona, Montana, Colorado, Minnesota, and Hawaii (with limited pilot programs).

Definitions:

Lane Splitting: Riding between lanes of slow or stopped traffic.

Lane Filtering: Moving between vehicles only when traffic is stopped (e.g., at red lights).

Note: These terms are not interchangeable. Legal definitions vary by state.

Legal States

State	Type Allowed	Key Conditions
California	Lane Splitting	Fully legal. CHP provides safety guidelines.
Utah	Lane Filtering	Legal since 2019. Only when traffic is stopped and speed limit is under 45 mph.
Arizona	Lane Filtering	Legal since 2022. Applies to roads under 45 mph when traffic is stopped.
Montana	Lane Filtering	Legal since 2021. Allowed when traffic is stopped and speed is under 20 mph.
Colorado	Lane Filtering	Legalized August 2024. Similar to Utah's conditions.
Minnesota	Lane Filtering	Legal as of July 2025. Applies at intersections with stopped traffic.
Hawaii	Lane Filtering (Pilot)	Limited pilot programs in urban zones. Not statewide.

Pending States

Legislation is under review in:

- Oregon
- Texas
- Washington
- Nevada
- New York



Key Statistics on Lane Splitting and Filtering (2024–2025)

Positive Outcomes:

- **Rear-End Collision Reduction:** In states where lane splitting is legal, rear-end motorcycle crashes dropped from 4.6% to 2.6%.
- **Lower Injury Severity:** Lane-splitting riders are 50% less likely to suffer head injuries compared to those who don't split lanes.
- **Traffic Navigation Confidence:** Riders who frequently lane split report 58% higher confidence in navigating traffic, which may correlate with safer decision making in slow-moving conditions.

This information is for educational purposes only. Riders should consult local laws and enforcement agencies before lane splitting or filtering.

Risk Factors and Negative Trends

- **Crash Risk Above 30 MPH:** Riders who lane split at speeds over 30 mph are twice as likely to be involved in an accident.
- **Wave-Like Splitting Behavior:** This erratic style accounts for 30% of lane-splitting accidents.
- **Age Demographics:** 60% of motorcyclists involved in lane-splitting crashes are under 40, with an average age of 35.
- **Colorado Spike Post-Legalization:** Motorcycle deaths in Colorado increased in the months following lane filtering legalization, with reports of high-speed weaving contributing to fatal crashes.
- **California Data:** Lane splitting accounts for approximately 20% of motorcycle crashes statewide.

BIKERS-UNITE: MRF'S 41ST ANNUAL MOTM

REVS UP IN SHREVEPORT

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Shreveport, LA - September 25–28, 2025 - The Motorcycle Riders Foundation (MRF) convened its 41st Meeting of the Minds (MOTM) in Shreveport, Louisiana, as motorcyclists, advocates, and rights organizations from across the country gathered for four days of strategy, fellowship, and activism. Hosted by ABATE of Louisiana, the event was held at Sam's Town Hotel & Casino.

A Mission-Driven Gathering

Meeting of the Minds is more than just a rally - it's the MRF's flagship annual conference where policy, advocacy, and grassroots action converge. Attendees include state motorcyclists' rights organizations, national partners, industry allies, and individual "freedom fighters" committed to defending motorcyclists' rights on both state and federal levels.

This year's theme, "Bikers Take Charge," reflected a prevailing urgency to address multiple pressure points facing the riding community, from regulatory overreach and rider profiling to the impact of new vehicle technologies.

Highlights from the Conference

Legislative & Policy Workshops

Participants engaged in sessions covering hot-button issues such as:

- Autonomous and semi-autonomous vehicle policy impacts on motorcyclists
- Emissions regulations and their implications for aftermarket modifications
- Profiling of riders based on attire, bike style, or appearance
- Grassroots lobbying techniques and digital organizing strategies
- Formulating the MRF's federal legislative agenda for 2026 (listed on next page)

These workshops allowed state-level representatives and grassroots advocates direct access to MRF leadership - a feature that sets MOTM apart from many conferences.



Freedom Fighter Hall of Fame Induction

One of the emotional high points of the gathering was the induction of the 2025 Freedom Fighter Hall of Fame class. This year's honoree was Gary "Pappy" Boward, recognized posthumously for his long-standing dedication to motorcycle safety and riders' rights, especially in his home state of Maryland. His legacy was celebrated among a roster of past inductees who have shaped the motorcycle rights movement over decades. (see press release from MRF on page)

Networking, Fellowship & Culture

In addition to formal sessions, MOTM facilitated dozens of informal meetups, roundtable discussions, evening socials, and rallies. It gave attendees a chance to share successes and frustrations, forge partnerships, and strengthen the bonds of a national riding community.

Bigger Stakes This Year

The tone entering the meeting was decidedly urgent. As advocacy challenges - from federal regulations to emerging vehicle technologies - stack up, many attendees viewed this MOTM not just as a gathering, but as a turning point. As the MRF's president, Kirk "Hardtail" Willard, has emphasized, the stakes are high, and the voice of motorcyclists must be loud and present. In his remarks, Willard framed the conference as a call to action: **"Motorcyclists' rights are under fire ... At Meeting of the Minds, we speak loud, we stand taller, and we shape the future - together."** With regulatory bodies, public agencies, and technological innovation moving rapidly, MOTM 2025 served both as a sanctuary for like-minded advocates and a strategic hub where policy battles are mapped and momentum is forged.

Looking Forward

As MOTM drew to a close, momentum was already shifting toward next year's agenda. The policies and strategies developed in Shreveport will guide the MRF's efforts in Washington, D.C., and within states across the country. In addition, the MRF has already announced that **Milwaukee, Wisconsin will host the 2026 Meeting of the Minds**. For many riders, MOTM is a reminder: defending the road isn't done on bikes alone - it's done through policy, vigilance, and sustained collaboration.

The Motorcycle Riders Foundation (MRF) is proud to share the 2025 MRF Award recipients recognized at the recent 41st Annual Meeting Of The Minds in Shreveport, LA. Each of these awards recognizes efforts made in support of the MRF and motorcyclists' rights over many years.

Major Awards:

John "Farmer" Eggers Award: **Chris Beckhans**
 Lifetime Achievement Award: **Jim Barr**
 Founders Award: **Hessian Spike**
 President's Cup: **Cara & Kevin Teague**
 President's Cup: **Cathy Dial**
 Thomas Paine Award: **Stephen "Pops" Wiehe**
 Aftermarket Award: **Penny Osiecki**
 MRF PAC Award: **Dave Dwyer**
 MRF Hall of Fame Induction: **Gary "Pappy" Boward**



Membership Awards:

Deb Butitta Award: **Art Ryan**
 Top State Team: **Texas**
 Membership Growth Flag Capture: **ABATE of Washington**
 Top New Member Recruiter: **Cathy Dial**
 Top Renew Member Recruiter: **Dennis "Cleaver" Yeager**



Additionally, there were four members re-elected to the MRF Board of Directors:

Vice President: **Jay Jackson** Secretary: **Deb Craig** Director of Membership: **Eric Ross** Director of Communications: **Seven**

THE MRF'S FEDERAL LEGISLATIVE AGENDA FOR 2026

1) **Autonomous Vehicles:** Advocate and monitor any legislation or regulations related to motorcycles concerning connected and autonomous vehicles.

2) **Crash Avoidance:** Continue to promote the theme of crash avoidance versus safer crashing, urging the National Highway Traffic Safety Administration (NHTSA) and the U.S. Department of Transportation (DOT) to focus on crash prevention and support rider education by providing funding and other resources.

3) **Data Recording:** Pursue legislative language that any collected or available vehicle data is the property of the consumer and in which the consumer has the choice of whether to opt-in to having their personal data communicated to interested parties.

4) **Definition of a Motorcycle:** Educate policymakers and advocate for change to the current definition that better reflects the current two and three wheel motorcycle landscape.

5) **Emission Regulations:** Engage the Environmental Protection Agency (EPA) & Congress on any activity related to motorcycle emission regulations.

6) **Internal Combustion Engines:** Work to ensure the survival of internal combustion engines.

7) **Helmet Laws/Equipment Mandates:** Oppose any mandatory federal helmet or personal protective equipment apparel mandates.

8) **Profiling:** Sustain lobbying efforts for the passage of resolutions or legislation that promote awareness and the prohibition of motorcyclist profiling.

9) **Renewable Fuels:** Advocate for targeted changes to the Renewable Fuel Standard (RFS).

10) **Right to Repair/Modify:** Protect and advocate for "Right to Repair" provisions that allow consumers the ability to repair and modify their motorcycles.

11) **Surface Transportation Reauthorization (Highway Bill):** Advocate and pursue legislative efforts related to the next highway bill reauthorization (the current act is set to expire in 2026).

12) **Vulnerable Roadway User Terminology:** Monitor and ensure that motorcycles and motorcyclists are a specific and unique category or classification.

Join The MRF

MISSOURI SHERIFF SHUTS DOWN MOTORCYCLE RALLY AND SPARKS NATIONWIDE CONCERN

The motorcycle community across the country is once again facing a disturbing reminder that our civil liberties are not always respected, especially when we come together in the name of fellowship and freedom. In June 2025, Sheriff Jimmy Ball of Pulaski County, Missouri, unilaterally shut down the Mid-Missouri Route 66 Round Up Rally just days before it was scheduled to begin. The rally, organized in part by members of Missouri's Confederation of Clubs (COC), had been lawfully planned, promoted, and supported by riders throughout the region.

The sheriff cited vague "public safety" concerns as the reason for the cancellation. But no specific threats, violations, or actual evidence of risk were presented to the public or to the event's organizers. This has rightfully drawn the outrage of riders and civil liberties advocates across the country. The cancellation appears to have been more about the identity of the participants than any genuine threat, a tactic all too familiar to those who ride in groups that some officials label unfairly.

Legal and Political Responses Available

Motorcyclists are not powerless. The law provides several avenues to respond:

1. First Amendment Litigation

The sheriff's actions may have violated the First Amendment rights of association and assembly. If the cancellation was based on the group's identity or speech rather than legitimate safety concerns, affected clubs and individuals may consider filing a federal lawsuit under **42 U.S.C. §1983** for violation of constitutional rights.

2. Quo Warranto Removal Action

Missouri law permits the removal of elected officials, including sheriffs, who abuse their power. Citizens can petition the Missouri Attorney General or the local prosecutor to initiate a quo warranto action for abuse of authority or dereliction of duty.

3. Sunshine Law Requests

Public records requests under Missouri's Sunshine Law can be used to expose the communications and justifications behind the shutdown. These documents may support legal claims or be used to hold public officials accountable at the ballot box.

4. Civil Complaints and Ethics Filings

Riders can submit complaints to county ethics boards, the Missouri Ethics Commission, and any relevant professional boards overseeing law enforcement conduct.

5. Electoral Response

Ultimately, sheriffs are elected. Motorcycle clubs and riders can organize voter drives, support alternative candidates, and make political accountability a priority in their communities.

Advice for Riders Nationwide

If your club or region experiences similar government interference, consider the following steps:

-Document Everything: Save communications, record interactions (when legally permissible), and preserve flyers, emails, and permits.

-Engage Legal Counsel Early: Don't wait for litigation to become necessary. Involve a lawyer if your event is being threatened or targeted.

-File Public Records Requests: Use your state's freedom of information or sunshine laws to uncover any backdoor attempts to sabotage events.

-Notify National Organizations: Groups like COIR, MPP (Motorcycle Profiling Project), and NCOM can help amplify your story and offer support.

-Know Your Rights: Understand the limits of law enforcement authority in your area. Do not let threats or intimidation go unanswered.

Glossary of Terms

-42 U.S.C. §1983 — A federal statute that allows individuals to sue for civil rights violations committed by government officials.

-Quo Warranto — A legal proceeding used to challenge a person's right to hold public office.

-Sunshine Law — Missouri's open government law requiring disclosure of public records.

-Profiling — The targeting of individuals for enforcement based on group identity, often without evidence of wrongdoing.

Forms and Tools

We recommend distributing the following simple forms at your club events:

1. Incident Report Template

- Who, what, where, when
- Names of officers or officials involved
- Photos or videos (if safe/legal to capture)
- Witness names/contact

2. Public Records Request Template

- Addressed to the applicable agency
- Specify the event, dates, and officials involved
- Request emails, memos, internal communications

3. Legal Hotline Contact Sheet

- Local attorneys who understand civil liberties and motorcycle law
- Contact information for national advocacy organizations

Conclusion

What happened in Missouri should serve as a wake-up call. Whether you ride in a patch, as an independent, or with a veterans group, your rights matter. We cannot allow intimidation or profiling to take root under the guise of public safety. Stand together, stay informed, and be ready to respond.

Ride free - Mitchell Proner, Esq., Proner & Proner – New York, Motorcycle Accident Attorney and Civil Rights Advocate

Please complete this form immediately following any incident involving law enforcement or government interference at your event.

Date of Incident: _____

Time of Incident: _____

Event Name and Location: _____

Names and Badge Numbers of Officers Involved: _____

Description of Incident (include as much detail as possible) _____

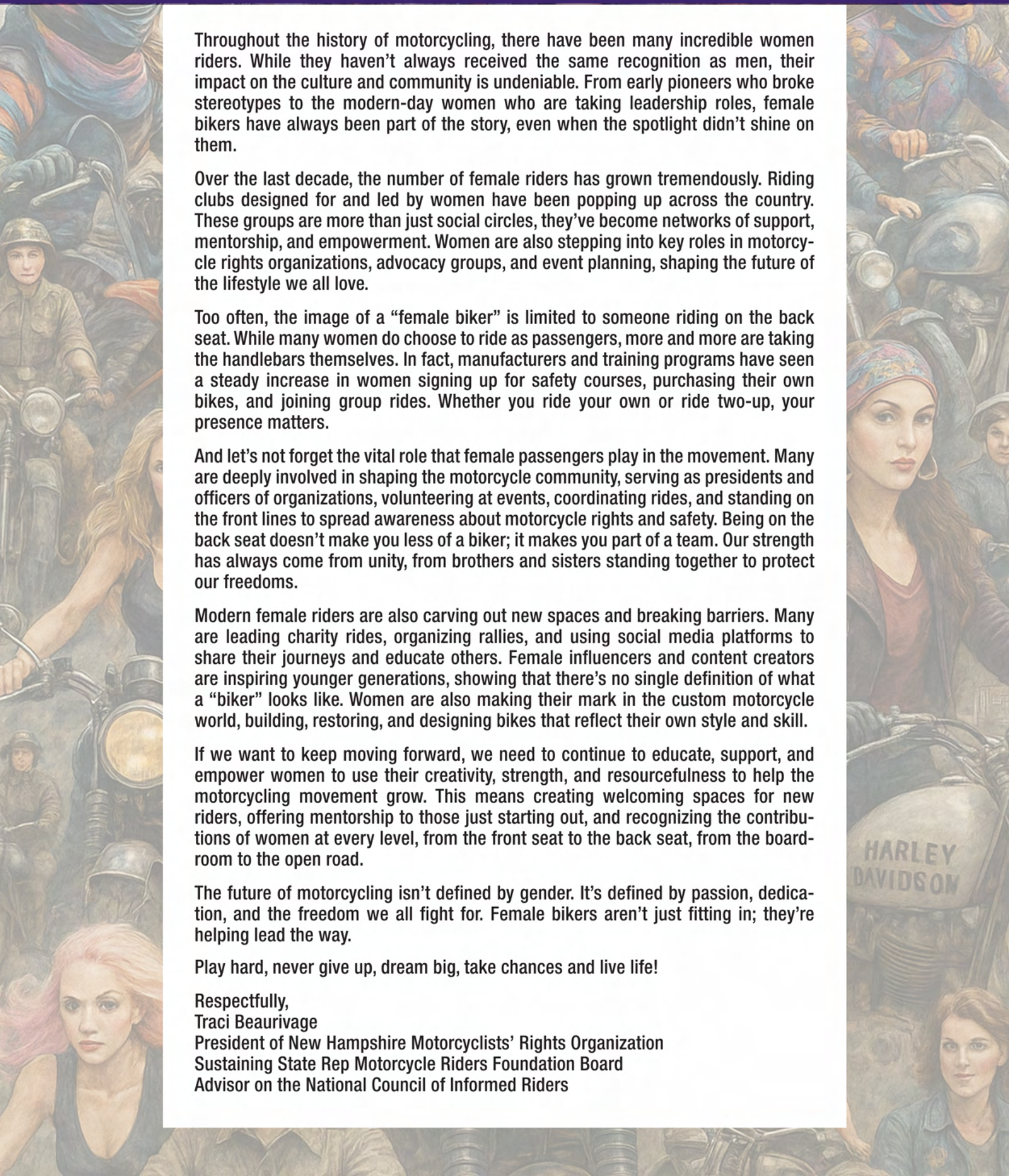
Were any photos or videos taken? (Attach if yes): _____

Witness Names and Contact Information: _____

Any documents received from law enforcement (citations, warnings, etc.): _____

Was anyone arrested or detained? If so, provide details: _____

Additional Notes: _____



Throughout the history of motorcycling, there have been many incredible women riders. While they haven't always received the same recognition as men, their impact on the culture and community is undeniable. From early pioneers who broke stereotypes to the modern-day women who are taking leadership roles, female bikers have always been part of the story, even when the spotlight didn't shine on them.

Over the last decade, the number of female riders has grown tremendously. Riding clubs designed for and led by women have been popping up across the country. These groups are more than just social circles, they've become networks of support, mentorship, and empowerment. Women are also stepping into key roles in motorcycle rights organizations, advocacy groups, and event planning, shaping the future of the lifestyle we all love.

Too often, the image of a "female biker" is limited to someone riding on the back seat. While many women do choose to ride as passengers, more and more are taking the handlebars themselves. In fact, manufacturers and training programs have seen a steady increase in women signing up for safety courses, purchasing their own bikes, and joining group rides. Whether you ride your own or ride two-up, your presence matters.

And let's not forget the vital role that female passengers play in the movement. Many are deeply involved in shaping the motorcycle community, serving as presidents and officers of organizations, volunteering at events, coordinating rides, and standing on the front lines to spread awareness about motorcycle rights and safety. Being on the back seat doesn't make you less of a biker; it makes you part of a team. Our strength has always come from unity, from brothers and sisters standing together to protect our freedoms.

Modern female riders are also carving out new spaces and breaking barriers. Many are leading charity rides, organizing rallies, and using social media platforms to share their journeys and educate others. Female influencers and content creators are inspiring younger generations, showing that there's no single definition of what a "biker" looks like. Women are also making their mark in the custom motorcycle world, building, restoring, and designing bikes that reflect their own style and skill.

If we want to keep moving forward, we need to continue to educate, support, and empower women to use their creativity, strength, and resourcefulness to help the motorcycling movement grow. This means creating welcoming spaces for new riders, offering mentorship to those just starting out, and recognizing the contributions of women at every level, from the front seat to the back seat, from the boardroom to the open road.

The future of motorcycling isn't defined by gender. It's defined by passion, dedication, and the freedom we all fight for. Female bikers aren't just fitting in; they're helping lead the way.

Play hard, never give up, dream big, take chances and live life!

Respectfully,

Traci Beaurivage

President of New Hampshire Motorcyclists' Rights Organization

Sustaining State Rep Motorcycle Riders Foundation Board

Advisor on the National Council of Informed Riders

22 VETERANS AND THE MOTORCYCLE COMMUNITY IN AMERICA

It goes without saying, but I'll say it anyway: our nation, our cities, and our motorcycle community are stronger because of military veterans. In many areas, a significant portion of riders are veterans, and if we want to accomplish anything meaningful, veterans must be part of the plan.

After World War II, countless soldiers returned home searching for the camaraderie and brotherhood they had left behind. At the same time, thousands of military surplus motorcycles were available for as little as \$25. This combination created a natural bond-veterans and motorcycles came together, and many of the motorcycle clubs we know today trace their roots back to that post-war era.



Motorcycles have become an undeniable part of American culture. The Harley Owners Group alone has more than a million members worldwide, and registered motorcycle owners in America exceed 10 million. To say motorcycles have shaped our society is an understatement, and throughout this history, the veteran has been a constant presence.

For any organization looking to grow, connecting with veterans is a simple yet powerful strategy. Veterans bring unique skills, discipline, and leadership honed through service. Some say too much emphasis is placed on veterans, but the reality is that we can never show enough appreciation for the sacrifices they've made. Recognizing their contributions only strengthens our community.

Today, we are reaching out to every segment of the motorcycle world to build a united front-brothers and sisters standing together for motorcycle rights and common-sense, constitutional legislation. When it comes to laws, numbers matter. We need every rider, from independents to club members, veterans and non-veterans alike, to join the fight.

The Motorcycle Riders Foundation (MRF), based in Washington, D.C., plays a crucial role in uniting us for this common purpose. Through national events like Bikers Inside the Beltway, the MRF provides a platform to engage lawmakers on both sides of the aisle. These efforts give us leverage and ensure that our voices are heard where it matters most.

The MRF understands the value of including all riders-the veteran community, independents, and club members. Their Board of Directors continues to bring these groups together, creating an enormous force to be reckoned with. When we combine the passion of motorcyclists with the leadership of veterans, we form a movement that cannot be ignored.

At the heart of this movement is respect-respect for freedom, for the open road, and for those who have served our country. Veterans remind us that unity is not just about riding together; it's about standing together when it counts. Whether advocating for rider safety, fighting unfair legislation, or preserving the freedoms we cherish, the veteran presence strengthens every effort.

In the end, the bond between veterans and motorcycles is more than history-it's a living tradition that continues to shape who we are as riders and as Americans. When we stand side by side, we honor the past, protect the present, and secure the future for generations of motorcyclists to come.

Steve "Pops" Wiehe
MRF Texas – Assistant State Representative
Texas COCI – Legislative Director
President – War Disciples MC
101st Airborne Division – Desert Storm

HONORING ALL WHO SERVED



VETERANS DAY



November 11, 2025

www.va.gov



PROTECT YOUR RIGHT TO RIDE



WHY JOIN THE MRF?

- ◆ Defend motorcycle rights and freedoms
- ◆ Stay informed on legislation and safety issues
- ◆ Connect with a nationwide rider community
- ◆ Support advocacy that protects your lifestyle

HOW TO JOIN – IT'S EASY!



Scan the QR code or visit the link
to sign up instantly. **MRF.org**

No paperwork. No hassle. Just ride and support

