

# MRF REPORTS



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A BI-MONTHLY INFORMATION BULLETIN FROM THE MOTORCYCLE RIDERS FOUNDATION

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## Legislative Wrap Up 108th Congress

Jeff Hennie  
MRF Vice President, Government Relations

On December 8, over two months past the target adjournment date set a year ago, the United States 108th Congress officially adjourned. After the elections, both bodies of Congress returned to Washington to finish up the final spending bills and cast the final votes on the Intelligence Reform Act, the biggest intelligence overhaul bill in 50 years.

In the 108th Congress, motorcyclists saw a lot of legislative near misses. That's not all that unusual when it comes to the US Congress. The TEA highway bill was derailed late in the session. The HIPAA bill was passed out of the Senate but failed to make it through even the committee level on the House side. Overall in the 108th we won many small battles and suffered no big defeats.

### Highway Reauthorization

A six-year reauthorization bill for federal highway and mass transit programs was left stranded in a Senate-House conference when members of Congress could not agree on how to distribute money to state highway programs. The programs have been running on a series of six extensions, the latest of which runs out on May 31, 2005.

House Transportation and Infrastructure Chairman, Don Young (R-AK), started the process by proposing a \$375 billion, six-year reauthorization package that would have been partially funded by an increase in the federal 18.4 cents-per-gallon tax. The White House rejected the package because of the tax increase, and threatened to veto any bill with a price tag of over \$256 billion. Young's proposal would have raised gas a nickel per gallon; the price of a gallon of premium at the time was \$1.40.

Defying White House veto threats, both chambers mustered veto-proof majorities to pass versions of the bill calling for

a much higher spending level than set by the White House. The Senate took the lead passing a \$318 billion dollar package in February. A couple of months later, after Mr. Young was forced to scale back his impressive bill, the House passed a \$284 billion measure.

House and Senate conferees then faced two big challenges: agreeing on a bottom spending line, and satisfying so-called "donor" states, which pay more to the highway trust fund than they get back and with the "donee" states which receive more money than they contribute.

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## Reflections on Elections

Jeff Hennie  
MRF Vice President, Government Relations

Now that the greatest contest that comes around every four years is over, we can sit back and take a close look at what happened. This election made me realize two things. First, we live in the greatest country in the world, hands down. How many so closely divided countries can hold a public election and not have it result in riot? The fact that we are not taking aim at our brothers and sisters because they supported a different view is a real testament to the strength of the American people. Second, America is still a place of dignity and pride. When a ticket comprised of two lawyers would rather concede a very close race, than see the election drawn out in court, it confirms my faith in our election system.

While it was obviously a very good night for Republicans it wasn't necessarily as bad for Democrats as some folks would have you believe. For the Bush Cheney team to start taking up the rhetoric of mandates as Ronald Reagan did in 1984 is hardly fair. Carrying 30 or so states and 51 percent of the popular vote is not exactly the same as Reagan's 49 states and 59 percent of the vote; but I digress.

Bush does have something a Reagan did not: an almost true Executive, Legislative and Judicial majority. Something of a Republican juggernaut has been amassing in Washington over the past ten

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## Rudolph Rides Again



Once again, the holiday season brought motorcyclists out in force to attend toy runs and other events across the country to help people in need. Vinny Neumann, MRF Assistant Rep for North Carolina, helped lead Santa's sleigh.

## MRF Welcomes New Office Manager

Karen Bolin  
MRF President

The MRF is pleased to welcome Sarah Muckenhoupt as the new Office Manager in Washington D.C. beginning the first week in January. Sarah, an endorsed rider, is an experienced office manager, with outstanding organizational credentials. A graduate of Providence College, Sarah went on to a Masters Degree from the University of Toronto. Her love of art brought her to Washington, D.C. Her desire to work for the motorcycling community brought her to the MRF.

Sarah will replace Lynn Oldenburg, who accepted the position for "three months" earlier this year. Lynn stayed well beyond the three months she intended, and can now go back to being retired. Lynn will remain a vital member of the MRF Board, and will continue to be the MRF Director of Products. The MRF Board of Directors would like to thank Lynn for her years of dedication to the MRF, and for her exceptional contribution to the Washington DC office.

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## EVERY Vote Counts!

Karen Bolin  
MRF President

Eugene McCarthy once said, "Being in politics is like being a football coach; you have to be smart enough to understand the game." The first play from scrimmage always begins with the vote. Citizens have the right and obligation to cast a ballot on election day. Those of us who work issues through state legislatures or Congress understand the fifty percent plus one theory: the number of votes it takes to pass legislation. And those of us who work campaigns toil to "get out the vote." A candidate needs us in November. We need them in January. A tidy fact of life all tied to "the vote." Yet it is tragic the number of citizens, including those who ride, who fail to exercise a gift of a right on a Tuesday in November. I will never understand it.

My personal favorite of useless excuses, and we've all heard it, is, "My vote doesn't count so why bother?" My answer to that is the Washington state governor's race. As you know I live in Washington State, and as I write this we are in the middle of a third recount. We have a governor elect, but we don't. The opponent has not conceded. There were times on election night when the two candidates were apart by only seven votes. The final tally produced a winner, by 261 votes. State law requires a machine recount in such cases. Round two put them 42 votes apart. Same winner. Now, as I write this (in December), we are in the middle of a third recount, by hand this time, paid for by the party of the candidate who came out on the losing end...twice. There are court battles, egre-



gious amounts of out of state money, plenty of out of state lawyers, advisors, "election experts" and the ilk populating every county to ensure "every vote counts." It's easy to get caught up in the latest of which county is reporting what, and who will be in court contesting what. The simple truth is, the "stay at homes," those people who did not vote, may ultimately be responsible for the outcome.

My state has until January 12th to sort this out. That is inauguration day for the next governor.

I would offer the next time you hear the "my vote doesn't count why bother" routine, skip the lecture about the sacred right and duty of citizenship. Instead tell that individual about a governor's race in Washington State. Tell them about a race with over three million ballots cast with a final decision determined by a margin of single ballots.

*Editor's note: In the small town of Antelope, Oregon, the 2004 vote for City Council Member was tied 12 to 12 and had to be settled by a flip of the coin. It's a different extreme but the value of one vote remains the same!*

## From Swim Caps to Helmets

Sylvan Lynn Oldenburg  
MRF Products Director

Back in the mid 60s, I was moved from one side of the country to the other a few times with my family, due to my father



being in the Air Force.

What does that have to do with motorcycling? The tale goes like this.

When I first learned to swim it was in a very cold little lake in northern Maine. Then we moved to California, where my three younger sisters and I continued taking Red Cross swimming lessons, but the water was indeed much warmer.

Then we moved back east to Maine for a short while before ending up at Dover A.F.B. for a couple of years. My sisters and I were still doing swimming lessons, but at the base pool.

One day I went home from the pool and asked my father why we had to wear swim caps. Dad said to me something like, "I didn't make the rule, I don't know why you have to wear them, and I can't change it. Go ask someone who can do something about it."

So, I did. I went back to the pool and asked the lifeguard; he didn't know why

## CONGRESS from page 1

Republicans conferees coalesced around a final figure of \$299 billion, which according to House Ways and Means Chairman Thomas, would be supported by the White House.

Despite seemingly wide spread agreement on \$299 billion, House and Senate negotiators could not agree on a formula to resolve the "donor vs. donee" problem. Senate Democrats also refused to settle for \$299 billion, standing behind the \$318 billion package. The Highway bill died on the table when Congress adjourned.

### Looking Forward

In the next Congress, Chairman Young, with one full term left at the helm of the powerful House Transportation and Infrastructure, will likely try to exceed the \$299 billion compromise package that was left in the 108th. There is a general agreement among the negotiators that without the pressures of a Presidential election they should be able to reach an agreement before the current deadline of May 31, 2005 when the extension runs out.

### Motorcycle Awareness Month

On April 28, 2004, we saw a significant victory in the Senate when they passed Senate Resolution 168, designating May as Motorcycle Safety Month. The resolution, introduced by Senator Ben Nighthorse Campbell (R-CO), states that the US Senate agreed with riders that May ought to be the official motorcycle safety month. Marilyn Musgrave (R-CO) introduced the House companion bill, House Resolution 614, but it was never sent to the House floor for consideration.

### HIPAA

The legislation to close the loophole in the Health Insurance Portability and Ac-

and sent me to the pool manager's office, where I again asked, "Why?"

I was told it was to keep hair out of the drains.

I went home and told the reason to my father. He proceeded to take all four of his children, all girls, straight over to base commander's office. We four stood there while dad asked him why did his daughters have to wear swim caps and the boys didn't, if the rule was there to prevent hair from clogging the drains?

After all, he said, "The boys have hair clear down to the cracks of their ass, while my girls all have short hair that barely covers their ears."

The commander told my father that he couldn't explain that one to him, but he'd certainly look into it for him. And we were marched out of the office and headed for home.

countability Act saw some movement in the waning days of the 108th Congress.

The legislation prohibits a group health plan or health insurance issuer from denying benefits provided for the treatment of an injury, solely because such injury resulted from the participation in a legal form of transportation.

The Senate bill, S. 423, unanimously passed the US Senate in the early hours of November 21, 2004. The Senate sponsors, Susan Collins (R-ME) and Russ Feingold (D-WI) worked tirelessly to get the bill passed.

The House companion bill, HR 1749, had 177 cosponsors and they were uniformly bipartisan. But despite an impressive number of cosponsors, it never made it through vetting in the committee process. The bill's two sponsors, Scott McCinnis (R-CO) and Ted Strickland (D-OH) are both invaluable champions of motorcyclists; however, only Strickland will be returning for another tour of duty in the 109th Congress. McCinnis has decided to end his career in Congress after 12 years, to spend more time with his family.

Both bills will be reintroduced in the coming Congress.

The MRF remains committed to you, the riders, putting your legislative priorities on the front burner of the US Congress. We thank every individual and SMRO who contacted federal legislators on behalf of motorcyclists. Whether it was in person in DC, over the phone, through the mail, on the computer or in your home town it all makes a difference when it comes to making the national voice of riders heard loud and clear in Washington DC. Thanks also for your contributions to MRF PAC. The 109th Congress will begin serious business shortly after the Presidential inauguration on January 20th. We look forward to seeing you in Washington in 2005.

The very next time we went back to the pool, I noticed that the rules had been changed! Not word one about swim caps was posted!

That's how I became an activist, many long years ago. I still don't wear a swim cap and I don't want to wear a helmet now.

My dad taught me to not sit around, bitching and moaning about rules or laws I don't like. Get up and find out who has the power to make a change.

I've been working for freedom of choice and change ever since. And I tell the tale of the swim cap every now and again to someone who I hear complaining, yet never seems to take action to correct a wrong or make a change. If you can't ask the question, and keep asking until you get the answer, nothing will ever change.

**ELECTIONS from page 1**

years and now it has realized near total control. The question is, what will they do with it?

Is it time to lay partisan bickering to the side? This motorcyclist hopes so, but I think we all know that won't be the case. The Democratic party will be looking down every parliamentary avenue to derail any legislation that has large Republican support, just as the Republicans did during their 40 years in the minority. Do not expect any love to be gained between the parties. Washington is not any kinder or gentler since November third and it won't be any better in four more years. It's just not possible when you have a such a closely divided country, especially when both sides have a lot of good people with a lot of good ideas.

Bush does have limits to his power, specifically Iraq and the deficit. The war in Iraq will continue to be a main priority for Bush, as he has stated many times; however this diverts time and resources from other, mainly domestic, issues. The deficit continues to disgruntle the conservative base Bush constantly looks to for support. They want the deficit gone, so this too will limit spending, again mainly in domestic arenas. These problems would have been main issues no matter who won.

On the Supreme Court, it looks like we may see up to three or even four judges looking to retire. Chief Justice Rhenquist is undergoing treatment for thyroid cancer right now. The Senate must confirm all Supreme Court nominations. That's an easy task to accomplish if you have 60 solid votes, but the Republicans have just 55. If the Democrats stand united as they have in the past it will be very difficult for Bush to appoint any one who is viewed as too conservative.

Bush will have to make some tough decisions on his second-term agenda that he avoided during the campaign. If he is serious about overhauling Social Security by adding private savings accounts, he will have to endorse a specific plan and figure out how to cover as much as \$3 trillion in transition costs.

The same goes for his proposal to simplify the tax code. Bush has not said whether he favors a flat tax or a consumption or sales tax, all of which would be controversial and alienate a sizable number of Republicans.

Several things will have to be accomplished next year regardless of the president's agenda.

Congress will need to send Bush another supplemental spending bill to fund operations in Iraq and Afghanistan. The cost will depend on how many troops will be on the ground and how much equip-

ment will need to be replaced, but congressional aides have indicated that Bush may request as much as \$70 billion.

Lawmakers will also have to face reauthorization of parts of the anti-terrorism law known as the PATRIOT Act. Several of its provisions expire at the end of 2005, and the effort to renew them is sure to provoke much more debate than occurred when the law was enacted in 2001. Both Democrats and Republicans have raised concerns about its impact on civil liberties.

Bush has asked Congress to reauthorize the law and expand it, calling it a critical tool that has been used to stop terrorist activities in several states. But he could run into problems with some of his Republican colleagues, including Senator Craig (R-ID), who has introduced a bill to rewrite the law to include greater civil liberties protections.

**Congressional Changes**

The United States Senate makeup changed much more drastically than anyone predicted. The Republicans increased their majority from 51 seats to 55. The Senate is not only more Republican but also more conservative than the previous Republican majority. The new Senators in the 109th Congress will include Tom Coburn of Oklahoma, Jim DeMint of South Carolina and David Vitter of Louisiana, all strong conservatives who will probably resist any efforts to compromise on ideological principles.

One of the closest, most watched races in the country was the contest in South Dakota between former GOP Rep. John Thune and Senate Minority Leader Tom Daschle. John Thune and the Republican party were able to unseat the once mighty Daschle; Republicans are finding almost as much joy in winning this race as the Presidency itself. Some insiders say Republicans will have an easier time with the new leader, probably Harry Reid (D-NV), than they ever had with Daschle and his seemingly obstructionist tactics.

The Senate outlook for the next congress pertaining to motorcyclists' rights looks down right great. We may have lost the motorcycling Senator Campbell but we gained or retained just about all of our supporters. Senator Lisa Murkowski, who had a very close race, was able to pull it out and win. With everything she has done for motorcycle safety in her brief first years in the Senate, her return to Washington will be welcomed with open arms by the MRF.

Tom Coburn (R-OK) who bested Brad Carson has been a long time supporter since his days in the US House and has the full support of ABATE OK. Richard Burr (R-NC) defeated former Clinton White House aide Erskine Bowles in the open

seat race to replace former presidential nominee John Edwards. Mr. Burr has been friendly to motorcyclists since his days in the US House. Russ Feingold (D-WI) the lead democratic sponsor for our HIPAA legislation, easily coasted to re-election.

**House of Representatives**

The Republicans increased their majority in the House, just as in the Senate. There were very few surprises when it came to the our supporters, with the exception being the loss of Phil Crane (R-IL). Mr. Crane, a 17-term incumbent and long time supporter of ABATE of IL, was defeated by newcomer Melissa Bean (D-IL).

In the race to succeed Scott McCinnis (R-CO), Democrat John Salazar was chosen to represent the southern Colorado district. Mr. Salazar never returned our questionnaire but on his campaign website he pledges to "keep government out of our lives." I like the sound of that.

In upstate New York, John "Randy" Kuhl defeated Samara Barend (D) to succeed the retiring Amo Houghton (R). Mr. Kuhl was a speaker at BEAST this year and has been honored by ABATE of NY for being a motorcycle friendly legislator. Now he is in Congress. Enough said.

As for all of our other supporters, we can rest easy. Every single member of Congress that has signed onto the MRF motorcycle letter to the conferees was re-elected to another term. Not only that, but our biggest supporters all won an invitation back to Washington for two more years. Steve LaTourette beat relative newcomer Capri Cafaro by a solid margin. Peter Defazio (D-OR) trounced his opponent; Mr. DeFazio originated a letter along with Mr. Latourette asking for support of

the language in the highway bill. Don Young (R-AK) ran unopposed; he is our main supporter of the MRF language in the highway bill. I would like to think that presence of bikers on these campaigns helped all of these outstanding people get back in Congress.

**Governors Races**

Perhaps the one arena that is not a Republican victory could be the governors' races. Out of 11 races each party has won five and one race still has yet to declare a winner.

The Washington State race is of great interest to the MRF and motorcyclists in that state, The Republican, Dino Rossi is a longtime friend of Washington motorcyclists, including our own MRF President, Karen Bolin. As of press time the ballots were being counted for a third time, and election procedures in King County were under scrutiny.

A motorcyclist from the state of Indiana was elected Governor: Mitch Daniels (R-IN) a long time ABATE of IN supporter, ousted the incumbent 53 to 46 percent.

Will we see Democrats and Republicans join together as never before? Will the country fill the partisan rift that is deepening daily here in Washington? Will Bush reach out and embrace democrats and their ideas?

The answer to all of these questions is no. No, we will not see R's and D's walking hand in hand from the Capitol. No, we will not see this President welcoming Democrat ideas. What we will see is a continued effort on behalf of motorcyclists across the country by the MRF to keep our liberties to ourselves and our roads as safe as they can be at the same time. That much I can assure you.

**A look at the numbers:  
The 109th Congress**

	House	Senate
Average age .....	48	50
Number of women .....	8	0
Number of African Americans .....	4	1
Number of Hispanics .....	2	2
Number of lawyers .....	11	4
Number with military service .....	8	1
Number of medical doctors .....	2	1
Number with advanced degrees .....	24	7
Number who defeated incumbents .....	7	1
Number who held previous elected office .....	27	9
Number who have run for Congress before .....	9	7

## Around the USA

### IOWA

Tim Nelson

ABATE of Iowa

*We have no permanent friends and no permanent enemies—only permanent interest.*

Well, well, well—the election results are in and the Iowa Senate is now evenly split with 25 Republicans and 25 Democrats. What this means to the motorcyclists of Iowa remains to be seen. I was disappointed to see our friends Neil Schuerer and Brian Sievers lose their bids for reelection. I hope the logjam created by neither party having a majority will offset their loss, and prevent any hare-brained legislation from seeing the light of day. The Republicans have retained the majority in the House, the Governor is still a Democrat, and it should be an interesting couple of years in the Iowa Statehouse.

ABATE of Iowa has gone to great lengths to ensure that we are recognized as a bipartisan organization, and we have been assured by the leadership of both parties that they agree with our viewpoint regarding a mandatory helmet law.

ABATE of Iowa has a reputation in the statehouse for political savvy that sets the bar for how a grassroots political organization should be run; however we are not without our critics. There have been claims by some in the media that we are simply “bullies.” Others think we have been so accustomed to having our way (after all it’s been ten years since anyone has made a serious attempt to introduce a motorcycle helmet law in Iowa) that we have grown complacent and are ripe for the taking, so to speak.

In February, we will have an opportunity to introduce ourselves to the first meeting of the 81st Iowa General Assembly during our 2005 Lobby Day, and remind our elected officials that our reputation is well deserved.

On Friday, November 12, concerned motorcyclists rolled into Newton, IA for ABATE of Iowa’s annual “STEAM” (Seminar To Educate And Motivate) conference. Fellow legislative committee member and good friend Jodi Cain and I did a couple of workshops on how the legislative process works and how we can influence it. A couple of the things we tried to stress is what a lengthy process it is from a bill’s introduction to its passage into law, how significant it is to prevent unfavorable legislation from making it out of the committee process, and how important it is to establish good relationships with our legislators.

A few years ago at Iowa STEAM, I was asked to write my first column for the MRF Reports about what was happening

in Iowa. On the way home I had absolutely no idea what the hell I was going to write about because I couldn’t think of a damn thing that ever happened here! To my recollection, the last time helmet legislation was introduced I wasn’t even an ABATE member yet. But then I started talking to folks like State Coordinator Steve Rector and lobbyist Mark Maxwell and realized that ideas for unfriendly legislation were brought to the legislature quite often, but because of the rapport and relationship we have in Des Moines, those ideas never get any farther than the committee process. It’s the time and effort put into establishing the relationships that make it appear that nothing ever happens here. I ended my first column with the line, “There’s a whole lot going on in Iowa to make sure there ain’t much going on in Iowa.”

On Saturday, December 4, I rolled west headed for ABATE of Iowa’s “Freedom Hall.” With the mercury resting in the mid 20s, I smiled to myself as I flipped the switch to energize my new Gerbings, thankful for the dry weather forecast. At the top of our list for discussion would be the Iowa County Attorneys Association’s (ICAA) response to our appeal for assistance regarding the penalties, or lack thereof, associated with those who injure or kill as a result of a right of way violation. I was honored to have the opportunity to make a presentation before the ICAA’s legislative seminar this past September and pleased that they have informed us that the issue will be a priority for them during the upcoming year and have scheduled further meetings to seek our input. During the 175 mile ride home through the pre-winter chill, the new electric socks and gloves kept my exterior digits warm while the pride of accomplishment and membership in an organization that truly knows how to be successful and protect the rights of motorcyclists warmed me to the core.

### MASSACHUSETTS

Paul W. Cote

MMA Director of Gov’t Relations  
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**Sen. Docket 2652** Motorcycle Liability Insurance – An Act to allow owners of motorcycles to ‘opt out’ of the present fix & establish system and go to competitive market (as owners of antique auto were allowed in 1998)

The MMA wants to “fire” the Commissioner of Insurance and have motorcycle insurance leave the “conventional” mandatory, state controlled system; and establish a competitive system of their own.

The MMA cites the success of the antique auto program, now being under-

written by both traditional insurance carriers, and a dedicated market, that boasts competitive premiums.

The only problem with the dedicated market is that there are many restrictions as to when a person can use their antique auto; specifically when they’re going to and from a show, to the shop for repairs, weekends and holidays and for parades.

Here’s a listing of the other bills currently being supported by the MMA.

**Senate, No. 1363** Helmet Choice for adult operators (21 and older).

**House, No. 1363** “Motorcyclists Matter” bill to increase criminal and civil penalties to motorists who violate the right of way causing serious bodily injury (defined) or death to motorcyclists, bicyclists, and pedestrians.

**Senate, No. 2385** Also seeks to shift financial losses (medical expense and loss wages) to ‘at-fault’ operator in excess of their liability coverage.

**House, No. 289** Reduce tolls for motorcycles (2 wheels vs. 4 wheels, etc).

**House, No. 1607** No banning motorcycles on roads constructed or maintained with public funds.

**NEW** Seasonal Traffic Congestion Relief Act – When traffic traveling at less than 10 mph, motorcycles may use breakdown and access lanes, traveling at speed not greater than 20 mph, yielding to disabled and emergency vehicles.

**NEW** Bill to raise more money for motorcycle safety, education and awareness to reduce accidents and injuries.

### MINNESOTA

Frank Ernst

Our second annual “Bikerday” at the capitol is planned for January 20, 2005 and groups including ABATE of Minnesota, MN Motorcycle Riders Association, MN Motorcycle Club Coalition, and St. Croix Valley Riders invite all motorcycling groups to help plan and participate in this event.

The major agenda this year includes protecting rider education funding, legislation designed to protect motorcycles when they have been seized by law enforcement, and enhancing the penalties for right-of-way violations consistent with the AMA’s “Justice For All” campaign.

Riders interested in joining the activities will meet at 8:45 am in the Capitol rotunda. All activities are scheduled to be concluded by 3:00 PM. In addition there will be four chartered buses leaving from Duluth, Mankato, Rochester, and St. Cloud with stops along the way to pick up riders. For more information contact Frank Ernst at 952-474-9708 or visit [www.abtemn.org](http://www.abtemn.org).

### NEW MEXICO

CJ August

<[cjandlarry@earthlink.net](mailto:cjandlarry@earthlink.net)>

At the BEST of the West this year, the New Mexico Motorcyclists Rights Organization reported that they were concerned with the implications of potential DWI legislation in the state. In the 2004 legislative session, legislation very nearly passed that would require that all new vehicles sold in the state, including motorcycles, be equipped with an *ignition interlock system*. That is, you would have had to have passed a “breathalyzer” test every time you started your bike! This legislation was promoted by the governor, passed the House of Representatives, and fortunately died on the state senate floor the last day of the legislative session. In other words, it was almost a state law.

In addition to the obvious intrusion of personal freedoms, this proposed legislation had serious implications for motorcyclists. The ignition interlock system requires a “rolling test” – every 20 minutes, the operator of the vehicle would have to blow into the breathalyzer to keep the vehicle running. Can you imagine how dangerous this would be for the operator of a motorcycle! The NMMRO researched the issue, and eight out of ten manufacturers of ignition interlock systems stated they *would not* install such a system on a motorcycle due to liability concerns. The other manufacturers said, yes, an ignition interlock system could be installed on a motorcycle, but only on a helmet.

The NMMRO was deeply concerned that the governor’s desire to curtail DWI in the state would lead to a mandatory helmet law. This summer, the governor created a task force to study the states DWI problem and possible solutions. We are happy to report that the task force has recommended to the governor solutions other than ignition interlock systems for all new vehicles in the state. They have recommended that these systems *only* be required for drivers with DWI convictions.

The NMMRO will closely watch DWI legislation that is introduced in the legislative session that begins January 2005 and ends in March 2005. We encourage all state MROs to keep an eye on DWI legislation in their own states and see how it affects motorcyclists.

### OREGON

Ken Ray

Chair, BikePAC of Oregon

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Senator Frank Shields has introduced