



The Legislative Link

A Newsletter from
ABATE of the Garden State
The voice of concerned Motorcyclists in New Jersey

Greetings!

In this Issue of the Legislative Link I would like to discuss three topics:

- 1 - One of ABATE of the Garden State's 10 Points: Promotion of Driver and Rider Education Courses.
- 2 - I promised you in the last issue that we would look at the definition of a motorcycle.
- 3 - There was a disturbing **news release issued by the MRF** (Motorcycle Riders Foundation) on June 24. The news release, reprinted below (with yellow highlights added by me), raises the issue of mandating the use of E-15, or 15% ethanol, in vehicles.

ABATE's 10 Points

The concept of the Promotion of Driver and Rider Education Courses, one of Garden State ABATE's 10 Points, is actually very interesting, complex and provides some far-reaching benefits.

It is interesting to note that in the Motorcycle Accident Causality study initiated and completed by Harry Hurt in California in the late 1970s that one (of many significant) conclusion his work determined was that accidents involving motorcyclists could not or did not perform and/or attempt one of three actions: turning, stopping and swerving.

Relative to the non-motorcyclist operator of the other vehicle, where there was one, the driver almost unanimously stated that he or she never saw the motorcyclist before the collision.

This almost sounds too good to be true: Train motorcycle riders to understand/learn how to properly turn, swerve and stop, and how to be seen, and you could reduce accidents and fatalities by a significant amount.

Add to the above the ability to reduce the use of alcohol while riding, and the statistics would go down even further.

If you would like to review a Summary of Findings from the Hurt Report, I found one at <http://www.clarity.net/~adam/hurt-report.html>. You may find it interesting.

ABATE of the Garden State is always interested in discussing, supporting and promoting activities and legislation that add to motorcycle awareness, on the part of all drivers, and to the continued education of the rider population.

The Definition of a Motorcycle

This is an issue that has started to emerge around the country and has some very interesting ramifications. We in New Jersey should start the dialogue about this sooner rather than later.

Some of the impacts of decisions around this question, according to the American Motorcyclist magazine, a publication of the AMA (American Motorcyclist Association), include the accuracy of motorcycle fatality statistics, the amount of funding available for rider safety training and the cost of motorcycle insurance.

The American Motorcyclist magazine June 2010 issue does a good job of introducing the discussion.

ABATE of the Garden State is interested in initiating dialogue with your office, as we still have some time for planning and discussion. It should be noted that at least eight states have legislation in some stage of discussion.

Please reach out to your local ABATE Legislative Representative, or contact me directly, to schedule time to discuss this matter.

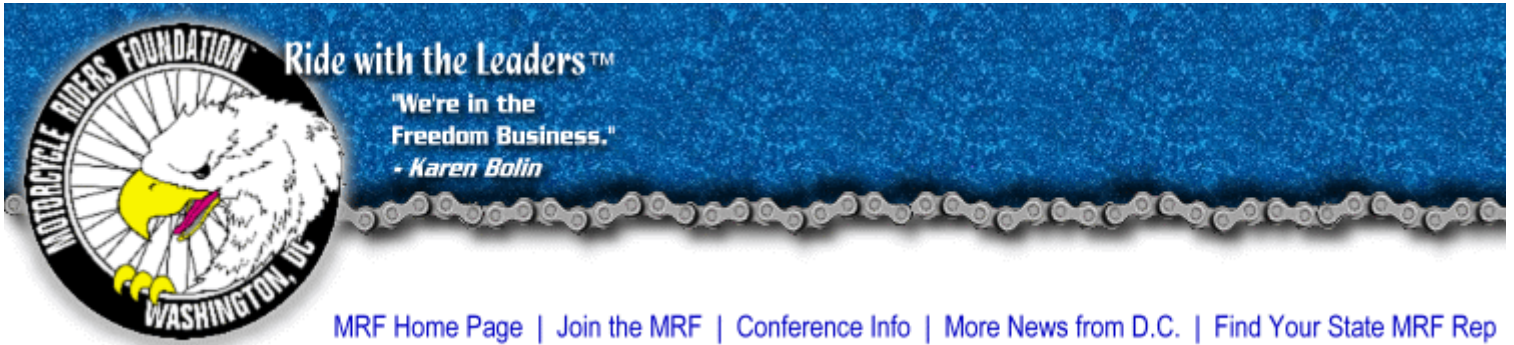
Mandating the use of E-15

Insomuch as on the surface this could appear as a call for less oil dependency, ABATE agrees with the MRF (Motorcycle Riders Foundation) that it is imprudent and self-serving to allow this legislation to pass without due diligence being performed.

Please review the MRF News Release below and support ABATE of the Garden State and the MRF's interest in ensuring that due diligence be performed **before** any Legislation is approved.

We look forward to the continuing good working relationships we have with a number of our Legislators and to building trust and new relationships with those we don't yet know. Thank you for your time and your attention,

John Lester
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10NR17 - MRF News Release - Washington Update

FOR IMMEDIATE RELEASE
24 June 2010

Contact: [Jeff Hennie](#), Government Relations and Public Affairs

Washington Update

The Motorcycle Riders Foundation has learned that a letter has been sent by 4 US Senators to President Obama criticizing the recent announcement by the EPA to delay the mandate that would force gasoline manufactures to move from 10% ethanol/gasoline blends to 15% ethanol in its blends. The new blend is commonly referred to as e-15. Senators Chuck Grassley (R-Iowa), John Thune (R-S.D.), Mike Johanns (R-Neb.) and Kit Bond (R-Mo.) all signed a letter delivered to Obama yesterday, June 23rd. The senators, all from states that have a large economic interest in ethanol, stated that the gulf oil spill underlines the need for less reliance on fossil fuels and a greater need for more ethanol use.

The EPA decided to push a deadline on issuing a rulemaking that would mandate the use of 15% blends across the country. The new time frame is early fall for release of the ruling. The EPA states that the new blend will be safe in auto engines manufactured after 2001, after testing just 18 vehicles. It is not clear if any of those vehicles were a motorcycle. The agency went on to state that it is also not clear if the new blend would damage vehicles earlier than 2001.

Ethanol causes an engine to run hotter and get less gas mileage, but it does reduce carbon monoxide emissions making it the darling of environmentalist groups. However, air cooled engines are likely to run so hot with the new blend that engine damage is almost going to be unavoidable.

The lawmakers called that first delay "unnecessary and unfortunate" in their letter but said they are more concerned about news late last week that EPA will not make a decision until later this fall.

This second delay should "not be tolerated," the lawmakers said. The letter asks Obama to "take all action necessary" to expedite the waiver petition and immediately consider an interim blend of 12 percent ethanol.

The same problems arise with a 12% blend as with a 15% blend. No one knows what the compromise blend will do to motorcycles, air cooled engines, or other vehicles pre 2001.

Should you hail from one of the States that the four Senators are from, the MRF encourages you to contact them and ask for proof that the new blend will not harm the engines in question. All others are encouraged to contact the White House on this important matter. "Its crucial that the American people press for more testing on this issue as Obama cabinet members have gone on record saying they 'are confident' this new measure will be approved" said Jeff Hennie, Vice President of Government Relations and Public Affairs for the Motorcycle Riders Foundation.

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