



Two Wheel Awareness

"SAFETY THROUGH AWARENESS, AWARENESS THROUGH EDUCATION"

SAFETY IS IN OUR NAME! FREEDOM IS IN OUR HEARTS!

On 09-25-23, Miss Donna Cleveland gained her wings. We thought we would run a past article on her so we all remember what a great soul she was. Donna will be sincerely missed by the ICMS family and friends. Rest in Peace Beautiful Angel, we will always love and remember you fondly.



MEMBER SPOTLIGHT

DONNA CLEVELAND

If you have ever been to a biker ride or any other event, you have more than likely ran into Donna. Donna has been a part of our biker community for many years now and enjoys friendships within her biker circle as well as making new ones.

Donna was born in Hope Mills, North Carolina and raised as an Army Brat in Fort Knox, KY, where her dad was last stationed. Donna was thirteen when her dad retired and moved back to his hometown of Nampa, Idaho. Seems as though riding was in her blood. As a young woman she rode a little Honda back and forth to junior high school. Donna is also deeply rooted in her community having lived in Nampa for many years. Donna works as a claims processor at Ameriben, where she has been employed for the last eleven years.

An ICMS Board Member invited Donna to attend a Board Meeting in 2015, became a member and now is the ICMS Treasurer. She has attended many, many ICMS events and her commitment, time and effort has contributed to making ICMS a better organization.

Donna's absolute joy and biggest accomplishment was raising her three sons. She also now enjoys her two grandsons, a granddaughter and two great grandsons. This is in addition to taking care of her mother and providing her with a good home. Donna is kind and caring and usually puts others before herself. When Donna isn't taking care of her family her other hobbies, besides riding, are crocheting and reading. Donna currently rides a 2020 Can-am Spyder F3 Limited, making her first solo ride on it at the 36th Annual ICMS Awareness Rally.

Donna's favorite destinations to ride, on a bike or in a car, are Jackpot, Nevada and Idaho City. She loves taking little road trips all over to see dams, waterfalls, and check out the small new towns. Her bubbly personality is infectious and she is always a joy to be around. She will do whatever it takes to help people in need and spending time with her is so much fun. If you don't know Donna, you need to. You will LOVE her!

I.C.M.S. Board of Directors

These are the people who are willing to give their time and energy to help protect your rights to Keep Idaho Free!

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The following are Area Reps for I.C.M.S
to make this an effective statewide effort.

Roger Ashcraft R.F. Bonney Norman Burch

I.C.M.S. Calendar of Events

ICMS 2023

Friends Ride
October 15, 2023

Can Dance
November 4, 2023

MOTORCYCLE RIDERS FOUNDATION MEETING OF THE MINDS - 2023

By Lori Solders



Well, another Meeting of the Minds (MOTM) is in the books!! It was a great time and I got to meet so many new people and reconnect with friends from MOTM's past. MRF President, Kirk "Hardtail" Willard presented us with great knowledge and information. We motorcyclists are under attack from the Government as the Government is trying to take away not only our rights, but our motorcycles by doing away with internal combustion engines. As you all know, California has already gotten rid of many small engines for electric and other states are following. We are now in the fight of our life. Also, and this is a HUGE NEWS ALERT, BMW has stopped all sales of BMW motorcycles with engines in North America and will now only sell electric motorcycles. Have you heard of "End of Life Directive" for motorcycles? It's coming and those of you who have motorcycles older than 35 years should be very aware!!!! In Europe, if you have a motorcycle older than 35 years old, you have to turn it in, along with all parts, for destruction. It is headed this way and we should not be afraid, but be ready to FIGHT!! How do we do this? By banding together, by joining ICMS and MRF. We all know there is power in numbers and right now it is imperative we band together. As you all know, I am super passionate about Legislative matters on a State and Federal level. Going to the Capitol, representing ICMS is truly an honor and very interesting to see what Legislators really think of Motorcyclists. On a Federal level, it is very important to have Idaho motorcyclists show we are united and ready to fight for our right to ride any kind of motorcycle we choose. Those who think "it can't happen to me or to motorcyclists in Idaho" THINK AGAIN!! It is coming and we need to be ready. MRF pays a Lobbyist (William "Rocky" Fox) to work with Federal Legislators and Motorcycle Rights. Let's help keep him paid because he is working very hard for all Motorcyclists in this country.

Our very own Board Member, Lane Triplett, spoke about MRF-A&E. Please ask him about it. It's a GREAT cause and we need young folks from Idaho to ask about the Scholarship Program. There was a panel discussion as After Market Shops are under attack. Tuners are becoming a thing of the past, after market parts are becoming scarce as the Government and large motorcycle shops don't want us or after market shops working on our own motorcycles. This is very scary!!!

As Legislative Chair for ICMS and hearing what is happening to motorcyclists in this country, I have taken the position of SMRO Representative for Idaho on a Federal level with MRF. Idaho has not had an SMRO for a while so MRF Idaho membership are quite low. We all, as motorcyclists and car owners, need to change this. If you ride or don't ride, it is important to join ICMS and MRF to help with the fight. As you know, the Government is trying to get rid of vehicles with motors and make all cars sold only electric cars. You will also see what the Government is trying to do to trample motorcyclist's rights. **I am asking EVERYONE to join ICMS and MRF. I have been challenged to get 150 members for MRF and we need twice that for ICMS. Throughout this Newsletter, you will find information regarding MRF and you know about ICMS. Let's reach this goal TOGETHER and show the Federal level, little ol' Idaho has people and people who care about their rights. I want to go to Meeting of the Minds next year (in St. Louis, MO) and tell MRF that ICMS Idaho has people who care about their rights. Most SMRO's are ABATE and ICMS is the only organization that attends Meeting of the Minds that isn't an ABATE organization. Let's show those other states (some who have 1,000-3,000 members) that IDAHO IS ON THE MAP!! There is an MRF application on another page and it shows "Referred By Lori Solders." Please fill it out and send it into MRF OR you can contact me personally and I will get you signed up! I will be at ICM's Fall Ride on October 8th at Storey Park in Meridian. Come see me and support ICMS. As you know we raising money for ICMS and Ride for 22. Doug and Deb are instrumental in helping Vets Suicide Prevention. Let's support them!! Let's do this TOGETHER and band together to fight for our Freedom of Choice. Will you take the challenge? LET'S DO THIS!!**

RIDE FREE RIDE SAFE

A few pics from Motorcycle Riders Foundation Meeting of the Minds 2023



President Kirk "Hardtail" Willard speaking about the War we are in for motorcyclists' rights

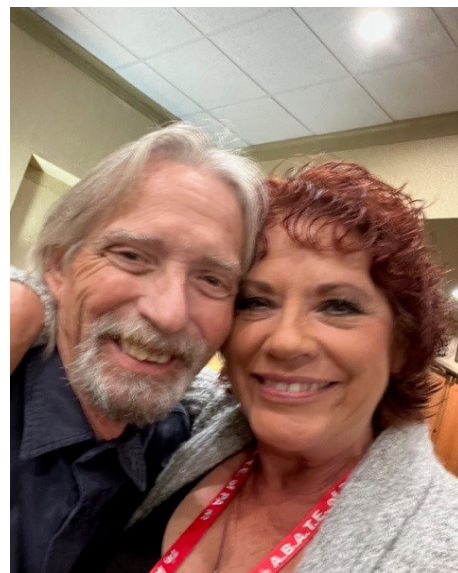


Lane and Lori with Hardtail - two great men with a wealth of knowledge about motorcycle rights



Lane speaking at MOTM

Panel Discussion regarding the attack on Small and After Market Shops



Lori with MRF Executive Director, Mark Bucker. a wealth of knowledge!!



Lane, Lori and Stix at MOTM - Lane teaching a class on motorcycle skills. Yep! He's SOMEBODY!



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LET'S SHOW AMERICA IDAHO IS ON THE MAP AND WE WON'T BE QUIET!!!

Idaho Motorcycle Fatality Summary

By Lane Triplett

Idaho Coalition for Motorcycle Safety

Since 2010, I have been gathering data from the State of Idaho Vehicle Collision Reports for Motorcycles for the years 2009 through 2022. This project began during one of the initial planning sessions for the Idaho Strategic Highway Safety Plan (SHSP) Motorcycle Safety Committee. One of the strategies outlined was to analyze the data and identify some of the circumstances contributing to Idaho's motorcycle fatalities. This analysis continues to be a work in progress and more information and data will be added if it becomes available. This document includes reports from 2018 through 2022. The 2009 through 2017 data has been archived. Most studies of this type require 5 years of data to be considered accurate. This is not a government study. It has been formulated by a motorcyclist. Factual knowledge is the only agenda.

There were 37 fatalities in 2018, 25 fatalities in 2019, 27 fatalities in 2020, 33 fatalities in 2021, and 29 fatalities in 2022 included in 146 reports. Moped and scooter crashes are included. Five reports include 2 victims. Eight of these 146 fatalities were passengers (all female). The following chart is a sampling of causation factors. Some crashes include multiple factors. While it is possible that some of the single vehicle crashes may have been affected by an unreported animal or other vehicle, there is no data, physical evidence, or statements within the reports to support such occurrences.

Rider error means that the actions of the rider were the primary cause of the crash. Driver error means that an automobile or other vehicle type caused the crash.

Alcohol and drug use continues to be a significant factor in fatalities. The goal is to provide accurate information about impairment. However, it is sometimes difficult to ascertain the effect that impairment may have had in a fatal crash. All levels of alcohol impairment are recorded but those that are under the legal limit are noted as such. It is recognized that some degree of impairment begins below the legal limit. In addition, THC/marijuana use can be detected by a blood test for approximately 30 days. Therefore, when a rider tests positive for THC and/or has a low to moderate BAC level, it is difficult to determine to what degree they were under the influence at the time of the crash. But because of the positive drug test, the crash must be recorded as impairment involved. Alcohol/drug use by the drivers of other vehicles shall also be recorded as impairment involved but noted as such. Prescription drugs for depression and others that do not specifically restrict driving may also be a factor in crashes, but because they are legal, they are not recorded in the percentages for impairment.

Single Vehicle Crashes –80		Multi-vehicle Crashes–66	
Rider Error	77	Rider Error	39
Road Hazard	1	Driver Error	26
Run-off Corner	52	Rider Violated Driver's ROW	3
Wild/Domestic Animal	2	Run-off Corner – Head on Crash	3
Medical	0	Rider Rear-ended Rider	4
Positive Alcohol/Drug Test	28**	Positive Alcohol/Drug Test	15* **
Equipment Failure	0	Wild/Domestic Animal	1
Weather	0	Traffic Control-Failure	0

*Six of these were intoxicated automobile drivers. **Five riders were under the legal limit of .08. Their BACs were .016, .02, .068, .041, and .036.

IDAHO MOTORCYCLE FATALITY SUMMARY, cont.

Of the total 151 fatalities in 146 crash reports, 116 crashes were identified as rider error. Twenty-six of the crashes are without question the fault of another vehicle operator. In four crashes, the rider survived but the passenger did not. This analysis does not include detailed information on serious injuries, levels of injury or other involved crashes.

It should be noted that 26 fatalities were from out of state (25 riders, 1 passenger). Fifteen of those riders were endorsed, twelve were not. Of the 120 Idaho riders involved in fatal crashes, 53 had their motorcycle endorsement, and 67 did not. Two Idaho residents had an out of state license. Five Idaho riders were riding without a driver's license. Of the 120 Idaho riders, only 8 had passed an Idaho rider training course. These training and endorsement numbers include the riders that survived when their female passengers did not. Some of these riders may have been trained in other states but such information is unavailable.

It is commonly believed that motorcycle fatalities are generally young men on sport bikes and/or riders not wearing helmets. Here is what the data tells us on these topics:

Ages of the Fatalities		Types of Motorcycles		Helmet Use	
Under 20	5	Cruiser/Tourer	108	Wore a Helmet	79
20-29	15	Sport Bikes	23	Novelty Helmet	0
30-39	19	Dual Sports	6	No Helmet	72
40-49	32	Off-Road	9	Unknown	0
		Moped/Scooter	0		
50-59	38	Total	146	Total	151
60-69	30	Gender		Location	
70-79	9	Male	138	Rural	101
80-99	3	Female* * 5 riders/ 8 passengers	13	Urban	45
Total	151	Total	151	Total	146

General conclusions from this analysis:

- We (riders) are at fault in fatal crashes at a far greater rate than we had ever assumed prior to this study (≈79% rider error).
- 74% of victims are over 40 years old and 46% are between the ages of 40 and 59.
- Crashes in corners are the biggest killers (≈36% run off corner).
- 56% of involved Idaho resident riders did not have a motorcycle endorsement.
- Illegal drug and alcohol use, although seemingly decreasing, contributed to many cases (≈25% illegal alcohol/drug involvement by riders).
- Drivers violating riders' right-of-way is also a contributing factor (≈14%).
- Only 7% of involved Idaho licensed riders had passed a rider training course.
- Over time, relating to fatal crashes, completion of rider training by the operator has decreased while incidents of rider error have increased.

**It's time you did something more to protect
your rights!
Join and Support
Motorcycle Riders Foundation!
REGISTER, VOTE, AND RIDE!**

Mail to: Motorcycle Riders Foundation – PO Box 250 – Highland IL 62249 – Phone: 202.546.0983 – www.mrf.org – mrffice@mrf.org

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EVERYWHERE TAR SNAKES!

By Stix Platt

Traveling in Idaho is tricky at best. You've got rough roads, potholes, frost heaves and drivers who are on their phones and not watching the road at all. Riding a motorcycle has its own inherent challenges and safety which requires all riders to be aware of their surroundings.

This brings me to motorcycles and "Tar Snakes." I have been riding motorcycles for over 40+ years, yet find there are still unwanted surprises when you ride. I took a recent trip to Coeur d'Alene with my friend and fellow Board Member, Lane Triplett, for a Safety Event. After traveling approximately 900 miles round trip, when almost home, Lane broke off and headed home I finished the last 35 miles solo. I rode into Horseshoe Bend and needed to fuel up so I pulled into the left-hand turn lane and was waiting for traffic. When my turn

came around, I accelerated slightly to turn left into the gas station and in a split second, my Road King flipped around facing the opposite direction and my bike was laying on its side. I was shocked and had no idea what had just happened. I quickly got my bike upright and the guy behind me got out of his car and said I had stopped on the black tar repair. He said as soon as I gave it gas, the rear spun me out. It happened so quickly. Luckily my bike was not damaged.

After repairs are done to cracks in the road, the tar gets old and very slick. When the tar heats up, it can get even slicker. After I was out of harm's way, I looked over the intersection and it was covered in tar snakes.

Bottom line, after 40+ years of riding motorcycles, even a veteran rider can be caught off guard. When you are out riding, watch out for these little black demons on the road. They are slick and dangerous.

Everyone stay safe out there and look out for your brothers and sisters.
May GOD BLESS the road in front of you.

PS: By the way I picked up my bagger by myself, even though people came to help. It's amazing how strong one can be when embarrassed.

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THE ISSUE IS **FREEDOM** OF CHOICE



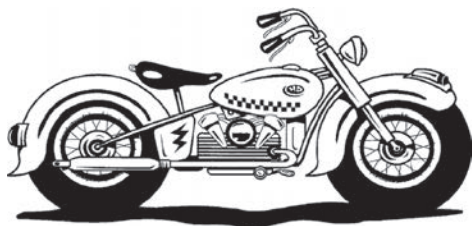
If they made a law that we couldn't wear helmets – we'd fight that too.

The issue is Freedom of Choice.
Idaho still has Freedom of Choice.
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The Price of Apathy

by Mark Buckner

Executive Director, Motorcycle Riders Foundation

Member, Idaho Coalition for Motorcycle Safety

As patriotic Americans, we often talk about the price of freedom. We talk about the sacrifices required to protect our rights and about those who came before us, people of integrity who oftentimes gave everything they had in pursuit of an ideal; of a country and a way of life where our children and grandchildren can grow up proud to be Americans, unapologetically embracing a system of government that many other people in the world would love to have. We talk about our service men and women who made the ultimate sacrifice, and we are thankful to live in a country that allows us to live our lives as we please, to enjoy the freedom provided by our Constitution, to be able to participate in what laws are passed and which ones aren't, and to teach our values to future generations.

In the motorcyclists' rights world, we also talk about guarding against undue government intrusion into our lives and warn against the influence of mainstream media propaganda aimed at tearing down some of our most basic and cherished beliefs. When you get right down to it, that's why the motorcyclists' rights movement exists. It's where we started and why we still fight for our rights at every turn. As past MRF President Karen Bolin once said, "We're in the freedom business."

Now consider the price of apathy, of seeing what's around us, knowing that some of what's happening is wrong, and doing nothing. Doing nothing, of course, is taking the easy way out. In many cases it's the old 'not in my backyard' philosophy of 'If it doesn't affect me directly, why should I worry about it?'

The challenges facing motorcycling today are among the most serious ever, and those challenges are – like it or not – in everyone's backyard. The MRF and our partners in state motorcyclists' rights organizations are fighting for the right to repair our own bikes, without being forced to have services that we could easily manage ourselves be performed by dealerships charging exorbitant rates. We're fighting to protect consumer choice through a strong aftermarket, ensuring that we have access to the vast number of options on parts the aftermarket gives us, parts that are many times better and cheaper than what we'd get from the OEMs. We're fighting to keep unsafe software being used in autonomous, self-driving cars and trucks from being tested on our nation's roadways and killing bikers in the process. We're fighting to keep our ability to buy fuel that won't destroy our engines, as will be the case if gasoline with 15% ethanol becomes our only choice. We're fighting to preserve internal combustion engines, rather than being forced to buy electric vehicles at a time when neither the battery technology nor a sufficient charging infrastructure to support such vehicles is in place. We're fighting to prevent unfair profiling of motorcycle riders. And the list goes on.

So, what price apathy? A riding public that chooses to ignore the threats to motorcycling while sitting idly by, expecting others to do the hard work of protecting our rights and our lifestyle, is arguably the biggest threat we face. Ask yourself: Should we, through our actions, control our own destiny? Forge our own futures? Or should we sit back, foolishly believing that the government knows best how we should run our lives and hoping for the best. There are roughly 8 million registered motorcyclists in America. If even a small percentage of that group were to join with the MRF and our partners in our mission to preserve motorcycling, imagine what we could do. Then imagine what will happen if the vast majority of those 8 million riders choose to do nothing.

Since 1987, there's only been one organization exclusively devoted to protecting the rights and lifestyle of street riding motorcyclists in the halls of Congress, and that's the Motorcycle Riders Foundation. To those of you who are already members of ICMS and the MRF, thank you. You've already proven that you're committed to helping protect and preserve motorcycling. That said, we still need your help.

All of us have friends who are not members. **If you're not an MRF member, please help us by joining. If you're already a member, please renew your membership each year, and of equal importance, please sign up one of your friends as a new MRF member.**

The price of apathy is the loss of freedom, an open invitation to tyranny, and – without a strong MRF – could well be the end of motorcycling as we know it.

<https://mrf.org/join-the-mrf/>



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dedicated to
on-street riders

Right to Repair – You or the repair shop of your choice should have access to the tools, parts, and technology you need. However, manufacturers want to restrict your ability to service, maintain and repair your bike.

Right to Modify – The ability to modify and customize your bike is a fight the MRF has won before. In the 1990's the MRF defeated a proposal that would have limited modification to "color and chrome." We continue to fight for consumers rights to modify products they buy how they see fit.

Renewable Fuels – The availability of fuel for use in motorcycles is under attack. The MRF fights for the universal availability of approved fuel blends, containing no more than 10% ethanol by volume.

Internal Combustion Engines – Not only is the fuel we need under attack, but the engines that burn that fuel are being targeted. A push to ban the sale of vehicles with internal combustion engines is happening right now! We believe Americans should have the right to choose what kind of engine to buy not have the choice mandated by the government.

End of Life Directives – In Europe, "end of life directives" require vehicles over a certain age be turned in for destruction. Policy ideas that first appear in Europe have a history of popping up in the United States. The ability to own, collect, work on, and refurbish older motorcycles is a fundamental part of who we are as motorcyclists. The MRF will battle any end-of-life directives in the U.S.

Protect the Motorcycle Ecosystem – Independent shops and manufacturers are a critical part of the motorcycle ecosystem. They provide choice and competition in the marketplace. The MRF believes to preserve the lifestyle and culture of motorcycling, independent shops and manufacturers must be protected. **Join Today!**

Motorcycle Riders Foundation
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MRF.org/join



The face of the motorcycle industry has been changing for some time now. To that end the fair play between traditional aftermarket shops and the new reseller models presents many challenges for any motorcycle business owner. Enter the Motorcycle Riders Foundation and the new Independent Motorcycle Aftermarket Network (IMA). What started as a casual meeting during Daytona has become so much more and needs your participation now.



The Motorcycle Riders Foundation (MRF) has agreed to formally support the recently formed discussion group recognized as the Independent Motorcycle Aftermarket Network. "This discussion group intends to keep the MRF informed of the challenges they face operating a business that supports motorcycle riders with services not offered by traditional franchise dealers, stated Kirk "Hardtail" Willard, furthermore the MRF will set up a formal review council to present the most pressing issues to our lobbyists in Washington, DC." Independent motorcycle dealers and custom bike builders are critical to our industry's sustenance with the services they provide for older bikes and customization.

JOIN NOW



AN INVITATION TO JOIN ICMS

At a time when our democratic process stands ready to strip us, as motorcyclists and citizens, of our rights to ride free and unencumbered, ICMS offers all motorcyclists the opportunity to join together and fight back. Whether the issue is mandatory helmet use, discrimination against "lifestyle" choice or our safety on Idaho's roads, ICMS is prepared to mobilize its strengths in the direction of best defense... and one of ICMS's greatest strengths is its MEMBERSHIP. ICMS believes the direction of best defense is through Education. From educating its membership on the latest legislative battle, educating the legislators themselves on "the other half of the story," to making motorists more aware of motorcyclists on our highways to training riders to ride safe.

Joining ICMS is making a commitment to defend your freedom with active involvement and financial support. As an ICMS member, you have the opportunity to attend monthly Board Meetings, Runs, Rallies, and a host of other Events throughout the state. The most active members are involved by joining committees, holding office, manning telephones, writing articles for the newsletter or doing any one of the million-and-one things that have to be done. ICMS members tend not to be passive, work well together and even more, **PLAY WELL TOGETHER!**

ICMS Membership Form

General Subscriber Fees: \$25.00/year per person-\$35.00/year per couple

Club/Group Affiliation _____

Name (Please Print) _____ Fee Inclosed _____

Second Name (If couple desired) (Please Print) _____

Mailing Address _____

City _____ State _____ Zip Code _____

E-mail _____ Phone Number _____

To pay online, go to www.idahobikerrights.com or mail to ICMS PO Box 1620, Meridian ID 83680-1620 "JOIN US TODAY"



SCAN ME

Additional benefits of membership include: Membership Card, Sew-On Patch, Membership Pin and Newsletters.

**BONUS BENEFIT
FRIENDS AND FUN!!!!**



"Safety Through Awareness, Awareness Through Education"



IDAHO COALITION FOR
MOTORCYCLE SAFETY, INC.
PO BOX 1620, MERIDIAN, ID 83680-1620
A non-profit organization

RETURN SERVICE REQUESTED



SUNDAY, OCTOBER 8TH
THE IDAHO COALITION FOR MOTORCYCLE SAFETY PRESENTS

2023 FALL FUN RUN

KICKSTANDS UP AT 12NOON
ROUTE TO BE ANNOUNCED

REGISTRATION - 10:30AM-12NOON
AT STOREY PARK - 205 E FRANKLIN RD
REGISTRATION - \$10.00

PROCEEDS BENEFIT ICMS & RIDE FOR 22

QUESTIONS? CONTACT LANE (208) 336-0052 | DOUG (208) 850-9016
WWW.IDAHOBIKERRIGHTS.COM

All Motorcycle Riders are invited to attend ICMS Board meetings on the 1st Monday of every Month (except holidays) and add your voice to ICMS. We meet at Casa Mexico, 10332 W. Fairview Ave., Boise, Idaho. Please check in this Newsletter, Facebook and idahobikerrights.com for those dates. We look forward to seeing all of you!!