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"SAFETY THROUGH AWARENESS, AWARENESS THROUGH EDUCATION"

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



Chairman's Report

by Lori "Queen B!" Solders

Staying Safe from Aggressive Drivers While Motorcycling

Aggressive drivers pose a serious threat to motorcyclists, especially during busy summer travel. Unlike car drivers, bikers are more exposed and vulnerable, so staying alert and adopting proactive safety strategies is critical. Here are key tips to help protect yourself from aggressive drivers:

1. Stay Calm and Avoid Engagement

Never retaliate or engage with aggressive drivers.
Avoid making eye contact, yelling, or using gestures.
Let them pass or create space whenever possible.

2. Maintain a Safe Distance

Keep a 3-4 second gap between you and vehicles ahead.
Increase distance around aggressive or erratic drivers to give yourself more reaction time.

3. Be Predictable and Visible

Use turn signals early and clearly.
Avoid weaving between lanes or riding in blind spots.
Wear bright, reflective gear and use your headlight during the day.

4. Use Escape Routes

Always position yourself with a "way out" in mind.
Avoid getting boxed in—especially in heavy traffic or at intersections.

5. Avoid Left Lanes and Tailgaters

Stay in the center or right lane unless actively passing.
If someone is tailgating you, move over and let them go.

6. Record and Report

If you have a helmet cam or dash cam, keep it running.
Safely pull over and report extremely dangerous drivers to authorities—note the license plate, location, and behavior.

7. Read the Road and Body Language

Aggressive drivers may make sudden lane changes, tailgate, or brake-check.
Watch their mirrors, hands, and vehicle positioning for signs of erratic behavior.

8. Don't Linger Around Larger Vehicles

Trucks and SUVs have large blind spots and limited maneuverability.
Pass them quickly and safely—never ride beside them for extended periods.

9. Practice Emergency Maneuvers

Regularly train in quick stops, swerving, and evasive riding to prepare for unexpected threats.

10. Trust Your Gut

If something feels off—whether it's a driver's behavior, a traffic situation, or your own focus—err on the side of caution.
Take a break or change your route if needed.

Let's try and stay alive out there! Have a great riding season and we'll see you soon!

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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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VOLUNTEERS

Kelly Duren kelly.d.duren@gmail.com (208) 863-4892
Kevin Teague Sniper4114@gmail.com (208) 869-2366
Ted Vanlunen tvanlunen@yahoo.com (208) 590-1509

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

Roger Ashcraft Belinda McKinney

I.C.M.S. Calendar of Events

2025



SCAN ME

Fun Valley - Pine
July 11-13

Friend Ride
August 10

Friend Ride
September 14

Fall Ride
October 12

Can Dance
November 22

A Brotherhood of the Road: Hardtail Comes to Idaho for the 40th Annual Motorcycle Awareness Ride

By John Christensen



There's something about the sound of a motorcycle rolling down a two-lane highway that speaks to the soul of freedom. That deep-throated rumble, the wind in your face, the open sky—it's not just a ride. It's a statement. It's about living deliberately, choosing your own path, and standing up for the right to do so. That's exactly what the 40th Annual Motorcycle Awareness Ride—hosted by the Idaho Coalition for Motorcycle Safety (ICMS)—was all about this year. But 2025 wasn't just any year. This time, we had a special guest join us on the road: Kirk **"Hardtail"** Willard, President of the Motorcycle Riders Foundation (MRF).

I had heard about Hardtail for years—his leadership, his advocacy, his unwavering commitment to motorcyclists' rights across the country. But this event was the first time I got to meet him in person. Let me tell you, he lived up to everything I'd heard and then some.

A Milestone Event

This year marked four decades of motorcycle awareness efforts in Idaho—a huge milestone not just for ICMS, but for all of us who've spent time, money, and miles pushing for visibility and rights. Riders from every corner of the state came to celebrate what we've built together and to recommit to keeping our roads, our culture and our freedoms intact. When word got around that Hardtail was coming to ride with us, the buzz was real. People were excited—not for some VIP meet-and-greet, but because he's one of us, a true rider, a true advocate and as I quickly found out, a truly down-to-earth guy.

Meeting the Man Behind the Movement

From the moment Hardtail stepped into the crowd, it was clear he wasn't there to grandstand. He was there to listen, to connect and ride. He spent the morning shaking hands, swapping stories, and asking real questions about what we're facing here in Idaho—everything from law enforcement encounters to insurance headaches to concerns about federal overreach. When I introduced myself, I told him I'd been following his work for years. He smiled, gave me a solid handshake and said, "Well then, it's about time we shared the road." That's the kind of guy he is—no ego, no script, just a fellow biker committed to making things better for the rest of us.

The Ride—and the Rain

After the ceremonies wrapped up, a few of us, myself, Hardtail, and a couple of my buddies—hit the road. We'd planned a route that took us through some of Idaho's most scenic country: rolling farmland, canyon curves, and long stretches of open road that beg for throttle. About halfway in, the sky darkened and before we knew it, we were riding straight into a storm. Rain hit fast and hard, soaking our gear, stinging our faces, turning the highway slick and shiny—but we didn't pull over, we just rode. That's the thing about real riders—we don't stop when it gets uncomfortable. We lean in, trust our bikes, trust each other and keep moving forward. That's exactly what we did, side by side in that downpour, grinning through it like kids on a dare. Hardtail didn't flinch. He rode like it was just another day in the saddle, like the rain only made the ride better. And honestly, in a way, it did. There was something raw and real about powering through the weather together. No words. Just the rhythm of the road, the hum of the engine and the knowledge that every mile was shared.

A Brotherhood of the Road, cont. . .

More Than a Ride

Hardtail's presence in Idaho wasn't just about sharing the road, it was about sharing the mission. As President of the MRF, he spends every day fighting for motorcyclist rights at the national level. Under his leadership, the MRF has pushed back against overreaching helmet laws, discriminatory checkpoints and federal policies that threaten our freedom. He's not doing it for attention. He's doing it because he cares—because he knows what it's like to be stopped for wearing a patch, to be denied fair insurance coverage, or to be told how to ride by people who've never thrown a leg over a bike. At one of our stops, as we dried off over coffee and talked about where the movement's headed, he said something that stuck with me: *"It's not about resisting change—it's about making sure riders are respected. That we have a say. That we're not left behind."* That's the heart of what we're fighting for.

40 Years Strong

ICMS has been doing this work in Idaho for 40 years and after spending time with folks like Hardtail, I feel more confident than ever that we've got the support we need to carry that work forward. The fight isn't over. Laws change, public opinion shifts, new challenges pop up every year, but our community is resilient. With national allies like the MRF in our corner and leaders like Hardtail in the saddle, we're stronger than we've ever been.

The Road Ahead

When the ride ended and we rolled into a local diner for burgers and dry clothes, we were all grinning. We talked about everything—what's next for rider legislation, how to bring more young people into the movement, what parts of the country are getting right, and where we need to push harder. No big speeches. No formality. Just a handful of bikers talking shop, telling stories, and laying groundwork for what comes next. For me, the best part of meeting Hardtail wasn't what he said, it was how he showed up. No pretense, no entourage, just a guy who rides, cares, and is willing to get rained on to prove it.

Final Thoughts

This ride wasn't just a celebration of 40 years—it was a reminder of what we stand for. Freedom-Brotherhood-Responsibility. The kind of values that don't fade with time or get washed away in a storm. Meeting Hardtail reminded me that the fight for motorcycle rights is far from over—but it's in good hands, and more importantly, it's in **our** hands. Each of us has a part to play. Whether we're calling our lawmakers, showing up to awareness events, or just sharing stories around a campfire after a long ride—we're keeping the movement alive. Here's to ICMS, the MRF and to every rider who refuses to be ignored.





IDAHO COALITION FOR MOTORCYCLE SAFETY PRESENTS

SUNDAY, OCTOBER 12TH

2025

Fall Fun Ride

KICKSTANDS UP AT 12 NOON
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Motorcycle Crashes in Idaho

By Lane Triplett

Idaho Coalition for Motorcycle Safety

This is an article that I hesitate to write. I will necessarily challenge some ideas and beliefs that motorcyclists like me commonly hold. I bought my first motorcycle in 1971. I have ridden off and on through the years but since the mid-90s I have ridden more than a quarter million miles and in every state in the lower 48. So, I'm a biker. I'm just like you. And that is why my recent findings are uncomfortable for me.

For the last 15 years or so, I have been doing studies on Idaho's motorcycle fatalities. There is one line in that report that says, "This analysis continues to be a work in progress and more information and data will be added if it becomes available." Well, information has become available. Idaho's Department of Transportation's Office of Highway Safety has granted me access to their crash database.

My goal was to review all the motorcycle crashes from the years 2022 and 2023. There were 1,125 total crashes. This takes a significant amount of time. It is my intention to look at other recent years as well, but it is my feeling that we need to see some information as soon as possible.

I have divided the crash information into categories that seem to me to be of the most interest. There were 501 Rural 624 Urban crashes. There were 643 crashes where the motorcyclist was at fault (57%) and 232 of those were multi vehicle crashes, there were 60 interactions with wild and domestic animals (5%), there were 50 cases of road hazard (4.5%) which are mostly gravel and sand that riders should not be surprised to see, and there were 16 instances of mechanical failure (1.5%) mostly tire issues. This accounts for 769 of those 1125 crashes.

We riders constantly complain about left turn violators. We are of the opinion that most crashes are caused in this manner. There were 82 crashes where a vehicle turned left in front of a motorcycle. This is 7.3% of all crashes. Significant but not overwhelming. Six of those were fatal crashes. Nearly all of the fatal crashes were cited for failure to yield or inattentive driving. Of all crashes where a vehicle other than a motorcycle was at fault, that vehicle was cited for a moving violation 70% of the time.

There were 210 (19%) other crashes where the other vehicle was at fault. These include pulling into the path of a motorcycle from a side street, stop sign, or parking lot, fast lane changes, and other creative violations. There were 23 (2%) instances where both the bike and the car were at fault. Predominantly cars that were entering the roadway in front of an excessively speeding bike.

Age seems to always be questioned. Here is what I found. There were 93 teen crashes, 266 in their 20s, 206 30-year-olds, 221 in their 40s, 149 in their 50s, 136 in their 60s, 59 in their 70s, 2 in their 80s, and 1 90-year-old. There were 27 cases without an age reported. This adds up to 1160 because of crashes with more than one motorcycle involved. The percentage of those at fault in crashes by age were as follows. Teens 63%, 20s 63%, 30s 48%, 40s 61%, 50s 58%, 60s 56%, and 70s at 45%. My unprofessional take is that younger riders have the most crashes with the highest percentage of fault. They seem to often engage in risky behavior. As riders age, they seem to be a bit more careful. The fact that riders overall are at fault most often continues to be a disturbing trend. We need to be more careful, better trained, and take fewer risks.

Motorcycle Crashes in Idaho, cont. . .

The reader will notice that there are no statistics regarding protective gear. This is a frequent question among non-riders. Frankly, gear has no relation to whether a motorcyclist is involved in a crash. And while the severity of injuries are recorded in crash reports, there are no true relationships to the effectiveness of protective gear. Much more information would be needed to provide definitive answers to this question.

Of particular interest to those who advocate for lane filtering or lane splitting laws and the number of cases where a car or other vehicle hit a motorcycle from behind. There were 41 such instances. Of those only 4 were on multi-lane streets and only two of those would have been prevented by lane filtering. Fortunately, both crashes were non-injury crashes and who's to say if those riders would have taken advantage of filtering. The other two crashes occurred with a bike at the head of a traffic lane where typically a bike would not stop on a white dividing line. These two were also non-injury crashes. The other 37 crashes were on regular 2-lane roads where filtering/splitting had no bearing. Conversely motorcyclists ran into the back of other vehicles 63 times. Many of us will recall a crash where we or a friend was hit from behind by a car. I know a few myself. But keep in mind that this is only for the years 2022 and 2023. I'll do more research and adjust statistics accordingly as my time allows. Also, this is not intended to advocate for or against any potential code changes. Our rights and safety are indeed precious.

Idaho Coalition for Motorcycle Safety Presents

38th Annual Fun Valley Biker Rally
July 11-13, 2025 - Pine, Idaho

Live Music
Friday & Saturday

Surprise Fun
Events

Admission includes Cowboy/Cowgirl Party Saturday Night (wear Western Costume), Rodeo, Event Button, Dinner and Live Music Friday and Saturday Night	Weekend Admission	
	ICMS Members	Non-Member
	Pre-Registration (Ends July 1st)	
	Single: \$40	Single: \$45
	Couple: \$55	Couple: \$60
	After July 1st	
	Single: \$45	Single: \$50
	Couple: \$60	Couple: \$65

"NOTE" If Camping, call (208) 653-2323 to reserve your spot prior to the weekend - ICMS CANNOT RESERVE THE CAMPGROUND

Questions? Call John (208) 803-7494 or Lori (208) 353-0385

Don't Forget To Pre-Register for Pine!!

<https://idahobikerrights.com/fun-valley-biker-rally/>

IDAHO 511



For up-to-date road closures, weather conditions, and traffic cameras across the state, visit Idaho 511 to plan your future travels in Idaho!

Visit 511.idaho.gov

Please visit the website when planning rides. We all know how dangerous road conditions can be, i.e. gravel, dirt, bad roads, etc. This website is a good tool to help when planning events. Safety matters.



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Rider Training By: Shaun Free

I want to thank ICMS for inviting me to contribute to the newsletter. For a quick introduction, my name is Shaun Free, and I am an instructor for Idaho STAR and High Desert Harley-Davidson. I started riding in 1980 and took my first motorcycle class in 2003 when I bought my first road bike, a 1974 FXE SuperGlide. Once my career would allow, I became an instructor in 2015, then took the Operations Manager role for Idaho STAR in 2021.

I want to start this conversation with a question: **What would it take to get a seasoned rider in a training class? What would it take to get you in a class?** As riders, we have already taken on an accepted level of risk. We know we are more vulnerable than 4-wheeled vehicles. We know we are not protected from the elements. We know the dangers of other vehicles crossing our paths. I myself ride like I was taught by my father. He would always tell me, "Just ride like the invisible man, don't assume anyone can see you, and assume they will pull out in front of you." This advice has served me well over the years and saved me more than once.

My personal experience in training is why I became an instructor and took my current role as Operations Manager. I thought I was a good rider, then I took the Idaho STAR Experienced Course in 2014. By this time, I had 11 years of experience riding on the street and that training forced me to realize how little I knew about cornering and braking. I was dragging pipes and pegs around every corner and quickly learned I could simply change my body position, reduce the bike's lean angle, then take the corners faster and safer. A 30-minute exercise in maximum braking has saved me on more than one occasion. Removing 3-5 feet off your braking distance can be the difference between stopping before the car or landing on the car. In the last 3 years, I have seen the most change in my riding ability. I have taken more training with track days, STAR training, learning the STAR curriculum at a deeper level, and working with Team Oregon and MSF training. Every opportunity I get I take training courses. In my 45 years of being on two wheels, it has been in the last 3 years that I have become a proficient rider.

If you read Lane Triplett's work, recording motorcycle fatalities, his report tells us that cages are not our biggest enemy on the road. In fact, it is us - motorcyclists. Ineffective cornering was a contributing factor in 38% of fatalities. Non-endorsed riders were 50% of the fatalities, while only 10% of fatalities showed riders had taken a training course in Idaho. Overall, 79% of rider fatalities showed rider error was a contributing factor. This data shows that taking some sort of rider training reduces your chance of getting in an accident. With 79% of fatalities being rider error, a training course can reduce a rider's risk of serious injury up to including death.

Why are "experienced" riders so averse to taking a class? Professional riders take training to improve their skills. Why should we think our skills are above coaching? Is it giving up a weekend? Is it the cost of a class? Is it pride or ego? Is it a belief that these classes cannot be done on a big bike?

I started this with a question, and I want to end the same way. **What would it take to get you in a class?** What riding skill or skills do you want to improve on? What is the obstacle in your path that keeps you from taking a training course? I would love to hear from you, the experienced riding public. What would get you in a class, or why do you choose not to take rider training? Please send me an email at shaun@idahostar.org

Ride Safe
Shaun Free
Idaho STAR instructor
MSF Rider Coach



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THE ISSUE IS **FREEDOM** OF CHOICE



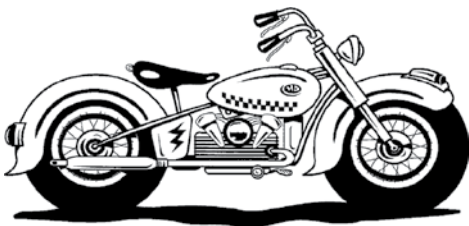
If they made a law that we couldn't wear helmets – we'd fight that too.

The issue is Freedom of Choice. Idaho still has Freedom of Choice. Help keep it that way. Join ICMS today.



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Mark Buckner

March 30, 1954 - March 15, 2025

By Lori Solders

While looking through past Newsletters, I came across an article written by Mark Buckner for our ICMS Newsletter. I had the honor of meeting him at Meeting of the Minds. His passion and commitment to motorcycle rights was contagious! He lost his fight with Cancer and the motorcycle community has lost a great man. I googled Mark's name "Mark Buckner Motorcycle Advocate" and found several articles from different motorcycle magazines regarding his great work. It was a quite impressive read. The post on Facebook for Mark states as follows:

The Motorcycle Riders Foundation and in fact, the entire motorcycling community worldwide, have lost a leader, a mentor and a friend. Mark Buckner ended a long and hard battle with cancer on March 15, 2025. This is perhaps the only battle he ever lost.

Mark served in countless capacities in the motorcyclists' rights movement, including Executive Director of ABATE of Colorado, President of the Motorcycle Riders Foundation (MRF) and most recently as Executive Director for the MRF.

He has also been inducted into numerous halls of fame, among them, the Sturgis Motorcycle Museum and Hall of Fame as a Freedom Fighter, the American Motorcyclist Association Hall of Fame and Museum and the Motorcycle Riders Foundation Freedom Fighters Hall of Fame. He was a tenacious freedom fighter and pulled no punches. He didn't have to agree with someone in order to be able to find a way to work with them. He was an incredible leader, mentor and friend for everyone on two wheels. He had many friends and colleagues across the country and around the world. Mark has ridden motorcycles in places many of us only dream of.

He was a wonderful recruiter of members and leadership into the biker rights movement. Many of today's leaders can share experiences about being "Bucknered."

His contributions and dedication have resulted in tremendous advances in motorcyclists' rights and he will be greatly missed by all.

<https://motorcyclridersfoundation.wildapricot.org/>

On the next page is the article he wrote for ICMS. Mark - you will be truly missed. We appreciate everything you did for Motorcycle Rights and Motorcyclists across the nation.

Who We Are is Who We Were

Mark Buckner

Executive Director, Motorcycle Riders Foundation

"We understand now, we've been made to understand, and to embrace the understanding that who we are is who we were." – John Quincy Adams

When President Adams spoke those words, he was arguing before the United States Supreme Court, long after his time in the White House had passed. The case being heard was to determine the fate of insurrectionists aboard the Spanish slave ship 'Amistad' in 1839. The insurrectionists were captive Africans, being transported to the United States to be sold as slaves.

Arguing in favor of freeing the Africans, Adams referenced the Declaration of Independence, which reads in part:

'We hold these truths to be self-evident, that all men are created equal, that they are endowed by their Creator with certain unalienable Rights, that among these are Life, Liberty and the pursuit of Happiness.--That to secure these rights, Governments are instituted among Men, deriving their just powers from the consent of the governed...'

When Adams said 'who we are is who we were' he was talking about the importance of looking back into our past, remembering what is really important to us as Americans. While some people will argue that the founding principles laid out in the Declaration of Independence and the U.S. Constitution and are no longer valid, that the changing nature of our world precludes any lasting adherence, many of us believe those principles are as valid and inviolate today as they ever were.

If you've seen the film 'Amistad' or if you know the story, you know that Adams and the other members of the legal team were successful in obtaining the freedom of the Africans. No small feat considering the political machinery of the day.

That understanding of 'who we are is who we were' will always be relevant when we're faced with those who would take away our freedom in the belief that government, not the governed, should decide what is best for the people.

In the motorcyclists' rights movement, our core values haven't changed. For more than fifty years we have remained true to our founding principles. Some people think of us only as 'the helmet law people', and while we are as opposed to mandatory helmet laws as we have ever been, we are so much more than that. We work with like-minded elected officials and governmental agencies to promote motorcycling. Since the inception of motorcycle safety training, motorcyclists' rights organizations have been among the strongest proponents of rider education and safety programs. We fight unfair insurance provisions targeting motorcycling. We stand up for motorcycling businesses and our right to safely modify our machines. We never stop monitoring state and federal legislation for any bill that affects motorcyclists, and we always take a principled stand, regardless of who we're going up against. And we win.

The Motorcycle Riders Foundation, alongside our partner organizations, those who continue working to preserve and protect motorcycling, will always remember; 'Who We Are Is Who We Were.'

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

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

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

Mailing Address _____

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Idaho Coalition for Motorcycle Safety Presents

38th Annual Fun Valley Biker Rally

July 11-13, 2025 - Pine, Idaho



**Live Music
Friday & Saturday**

**Surprise Fun
Events**

Admission includes
Cowboy/Cowgirl Party
Saturday Night (wear
Western Costume), Rodeo,
Event Button, Dinner and
Live Music Friday and
Saturday Night

ICMS Members	Weekend Admission
Pre-Registration (Ends July 1st)	Non-Member
Single: \$40	Single: \$45
Couple: \$55	Couple: \$60
After July 1st	Single: \$50
Single: \$45	Couple: \$65
Couple: \$60	

****NOTE**** If Camping, call (208) 653-2323 to reserve your spot prior to the weekend - ICMS CANNOT RESERVE THE CAMPGROUND
Questions? Call John (208) 803-7494 or Lori (208) 353-0385

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!!