

Tennessee Motorcyclist



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SEPTEMBER 2023



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Will you ask your Senators to protect the internal combustion engine?

August 18, 2023

Members of Congress are in the middle of a 6-week break away from Washington, D.C. While lawmakers won't return until after Labor Day, their staff are still working on several policy issues.

Earlier this year, the Biden Administration rolled out plans to shift this country to a majority electric vehicle market over the next ten years. In June, Senator Markwayne Mullin of Oklahoma introduced S.2090, the "Preserving Choice in Vehicle Purchases Act." The bill would amend the Clean Air Act to prevent a ban on the sale of internal combustion engines, effectively trumping any state law that outlaws their sale. S. 2090 is the Senate's version of H.R. 1435, which recently passed out of the House Energy and Commerce Committee.

While the House version of the bill is moving, the Senate version of the bill still needs more cosponsors. Will you ask your two Senators to protect the internal combustion engine?

[Click here to contact your Senators and ask them to support S. 2090](#)

Motorcycle Riders Foundation meets with NHTSA

August 7, 2023

At the end of July, key Motorcycle Riders Foundation (MRF) board members held a meeting with half a dozen officials at the National Highway Traffic Safety Administration (NHTSA) regarding autonomous vehicles. It was a frustrating meeting.

At the outset, NHTSA officials promised a safety report, likely to appear in the fall, which they say will shed light on how this new technology interacts with motorcycles. While they seemed optimistic about what the study will show, we remain concerned. One reason for the concern is what we believe to be a lack of urgency from the federal government to set guidelines and legal standards. The MRF participants stressed a few key points. First, there is clearly a lack of knowledge by consumers about what these products can and cannot do. It seems all too often that misleading promotional material gives drivers a false sense of what these cars are capable of. While officials at NHTSA may know what the cars are designed to do, it seems obvious many of the people behind the wheel of these cars do not. We also pointed out the growing number of crashes that involve Tesla's and motorcycles. Earlier this summer, former NHTSA senior safety adviser, Missy Cummings, told the Washington Post, "It's very dangerous for motorcycles to be around Tesla's." Disappointingly, NHTSA refused to comment on this, citing an open investigation into those crashes. On a positive note, a member of Congressman Tim Walberg's staff attended the meeting and asked key questions about the rollout of the next level in autonomous vehicles. Congressional staff being present sends a clear message to the bureaucrats at NHTSA that at least some on Capitol Hill are worried about motorcyclists.

We are fast approaching a turning point in the development of autonomous vehicles. Currently, most of the autonomous vehicles on the road are "Level 2." This means "the driver is fully responsible for driving the vehicle while the system provides continuous assistance with both acceleration/braking and steering." However, a huge jump is made with "Level 3." At this stage "the system handles all aspects of driving while the driver remains available to take over driving if the system can no longer operate."

Despite our frustration with the lack of action on this topic, the MRF remains in the fight. Meetings like this, while disappointing, keep us in their face. We are committing to holding manufacturers and regulators accountable for the safety of ALL roadway users.



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Banned! Texas Lane Splitting Is Now Officially Illegal

Formerly a gray area, HB 4122 explicitly prohibits it. Some states, like Oregon, are making good progress toward legalizing some form of lane splitting or filtering. However, as of September 1, 2023, Texas lane splitting has been officially outlawed.

House Bill 4122 makes some amendments to the Transportation Code that directly address motorcycles. You can read the entire bill if you want, but we're talking about the new Section 545.0605 (a)(3), which says the operator of a motorcycle may not:

- (B) operate the motorcycle between lanes of traffic moving in the same direction; or
- (C) pass a motor vehicle while in the same lane as the vehicle being passed.

That pretty much covers it. No riding between lanes, and no passing within the same lane, which is basically the definition of lane splitting and filtering. Subsection (b) makes an exception for police officers on duty, but that's it.

Previously, Texas had no laws addressing lane splitting at all. It was neither legal nor explicitly illegal as it is now. However, like in most of the US, it was generally frowned upon. Cops could probably find a law already on the books to cite you for if they wanted to give you a hard time about it. Unlike California, where lane splitting was also a gray area but made officially legal, Texas went the opposite direction and banned it. While this won't affect the wide open spaces comprising most of Texas, riders in the cities will have to sit in traffic like everyone else.

Having grown up in the northeast US where it's illegal, then experienced legal lane splitting in California, I can say that I'm sold on the idea. Even lane filtering, which limits the free-for-all that is California to low-speed maneuvering through traffic under certain conditions, is a good idea that works well and prevents us from getting rear-ended by an inattentive driver in otherwise stopped traffic. Slowly, individual states like Montana and Arizona are legalizing it, or are seriously considering it like Oregon (again). However, in the absence of federal law, states get to make their own rules, and Texas has ruled against our ability to make our own way through traffic.

In fairness, we should note that HB 4122 is not all gloom and doom for motorcyclists. Subsection (1) explicitly gives a motorcycle use of the full lane, and prohibits others from depriving us of that. We're not allowed to pass others in the same lane, but they're not allowed to do that to us, either. Subsection (2) codifies that it is legal to ride two abreast in the same lane, the sole exception to the previous section's ban on passing within the same lane.

The Fight Continues

For over a decade the Motorcycle Riders Foundation (MRF) has been pushing the U.S. Department of Transportation (USDOT) and the National Highway Traffic Safety Administration (NHTSA) on key priorities for motorcyclists. We've focused on the issues of autonomous vehicles, crash avoidance, and design and construction of our nation's roads.

On the autonomous vehicle front, the MRF fought for inclusion of language in the 2018 Senate AV bill that required NHTSA to compel manufacturers to report on the self-driving cars ability to "sense motorcyclists in or crossing the path of travel through the automated driving system"

In 2020 and 2021 the MRF advocated for language in the House version of the Highway bill, which required that when USDOT conducts safety studies on autonomous vehicles, motorcycles must be considered as unique roadway users. Additionally, a planned working group on autonomous vehicles would have required inclusion of a motorcycle safety group as part of its membership. Unfortunately, the dysfunction on Capitol Hill entangled these bills and they failed to meet approval by both chambers. But the MRF won't take no for an answer so they took the fight on these issues to the executive branch. Just last month, MRF leadership met with half a dozen NHTSA officials on the importance including motorcycles in the autonomous vehicle regulations. On two different occasions MRF members have met with motorcycle specialists at the National Transportation Safety Board (NTSB) about crash investigations and policies around fatalities involving motorcyclists. And just before Christmas last year, 27 members of Congress sent a letter at the request of the MRF to NHTSA that asked 5 key questions about its policies, regulations, and plans for incorporating motorcyclists in automated driving guidelines.

In both 2015 and 2021, the MRF fought for creation of, and then the renewal of, the Motorcyclist Advisory Council (MAC) at USDOT. This body is tasked with developing policies that make roadway design, construction, and maintenance practices that factor in motorcycle riders. The MRF anticipates having a seat when the new MAC is established.

We raise these issues because the journey is long, the fight is never over but the victories are critical. We thank you for your continued support of the MRF. We do what we do, and we fight for these issues, because you provide the resources, passion and resilience that fuels us. If you are a rider and not currently a member of the Motorcycle Riders Foundation, follow this link to join us now.

As Always, Ride Safe and Ride Free

MRF State Rep Report

Why do I exist? What is my purpose? Does what I do make a real difference?

These questions have perplexed mankind throughout history. I can't answer those questions, and no one else can answer them for you. For those answers, you need to look deeply into your own heart and your faith.

But, if I modify those questions slightly: Why does CMT/ABATE exist? What is the purpose of our organization? Does what we do together as a group of dedicated motorcyclists' rights activists make any real difference? These questions I can provide some insight to.

Why does CMT/ABATE exist? Easyriders Magazine published a history of the formation of the ABATE organizations throughout the USA. To distill five pages of history into a single statement from that document: "Our mission is positive. We want to educate lawmakers, to give them our side of the story, before laws are enacted, & we are devoted to working aggressively toward the abatement of all unfair, unjustified, arbitrary anti-bike laws everywhere." ([Read the full ABATE history here.](#)) Groups of bikers in each state recognized the threat to their very existence posed by poorly thought out, or even directly discriminatory, legislation. They saw the need to get better organized and present the real facts, with a strong, unified voice, to be sure that motorcyclists' concerns are properly addressed. It wasn't long after that, that those early motorcyclists' rights activists determined that we also needed a coordinated voice in Washington DC, and the MRF was soon born. ([See the MRF history here.](#)) CMT/ABATE is that strong unified voice here in Tennessee, and the MRF is that voice on a national level.

What is the purpose of our organization? Our own bylaws define our purpose: "The objects and purposes of the Corporation shall be to form a united motorcyclist's organization both at the individual local level and at the state level. The Members of the Corporation shall be dedicated to promoting fair motorcycle legislation and shall insure their freedom by working to prevent enactment of, or to repeal/modify existing unfair motorcycle legislation. The Corporation's Members shall promote and maintain motorcycling safety and awareness programs in the community." ([Read our full bylaws on the website here.](#)) To put it simply, our purpose is to promote legislation that is good for motorcycling, and fight legislation that is detrimental to motorcycling. We are also involved in motorcycle safety and awareness. Those goals should be foremost in our minds when planning any activities for CMT/ABATE.

Does what we do together as a group of dedicated motorcyclists' rights activists make any real difference? Unquestionably we have had a significant impact on legislation, both here in Tennessee and in Washington DC. The list of our accomplishments is extensive, and those successes are what allows us to enjoy riding as much as we do. ([Read highlights of CMT/ABATE accomplishments here.](#)) ([Read highlights of MRF accomplishments here.](#)) Yes, there are more goals that we would like to accomplish. And, Yes, we have experienced some defeats and setbacks over the years. But no defeat is ever final. We learn from those setbacks, and come back again with another approach, until we can finally claim success.

With organizations like CMT/ABATE and the MRF working for all motorcyclists, the future of motorcycling should be bright. But these organizations are only as strong as their membership. "Strength in numbers" is more than just an old saying – members are the lifeblood of our organizations. If you are at all concerned about protecting the future of motorcycling, you absolutely should be members of both CMT/ABATE and the MRF. Together we can expand upon our string of legislative successes, helping to ensure our right to...

...Ride Free,
-- Ed

Ed Domine
MRF State Rep
ed.d@juno.com



2023 STR Bike show results

Antique

1st Greg Brown 84 Softail

Custom/Radical

1st Guy Corrigan 2002 FatBoy
 2nd James Pursley 2012 WideGlide
 3rd Josh Lewis 2000 Deuce

Cruising/Sport

1st Judy McDole 1999 Indian
 2nd Billie Pursley 02 FatBoy
 3rd Shane Fuller 2006 Roadster

Touring/Bagger

1st Jason Dodrill 2015 StreetGlide
 2nd Johnnie "Gabby" 2011 ElectraGlide
 3rd Tink Ayers 2016 StreetGlide

Best of Show

Guy Corrigan 2002 FatBoy

2023 STR Rodeo results

Slow Race

1st Joshua Lewis
 2nd Beefy Ethridge
 3rd Billie Pursley

Barrel Roll

1st Ryan Waters
 2nd James Pursley
 3rd Guy Corrigan

Ball & Cone

1st Amanda & Joshua Lewis
 2nd Beefy Ethridge & Mandy
 3rd Ryan Waters & Lynn Greenwood

Weenie Bite

1st Amanda & Joshua Lewis
 2nd Beefy Ethridge & Mandy
 3rd Ryan Waters & Lynn Greenwood

Mail to: Motorcycle Riders Foundation – PO Box 9090 – Peoria, IL 61612 – Phone: 202.546.0983 – www.mrf.org – mrfoffice@mrf.org

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Editor's Note: All information for the newsletter has to be sent electronically by the 10th of each month or it will not make it into the next edition of the newspaper. It **MUST** also be in electronic format! Please email your submissions to: cmtabate@icloud.com Did we miss something or make an error? It was not intentional. Please keep us informed. Send event dates, articles, minutes, **pictures** etc. to cmtabate@icloud.com That being said, I am **BIG** on photos, I want more photos not only from events but of our members out there riding!

CMT/ABATE, Inc. is not a "Biker Club", but a non-profit, political organization that was formed to preserve freedom and safety for all Tennesseans who enjoy motorcycling. Our major goals are to modify existing laws that are detrimental to motorcycle safety and enjoyment, and to enact new legislation in support of all motorcyclists who ride in Tennessee. If you are concerned about preserving personal freedom and motorcycle safety, please join us.



God helps those who help themselves, so keep an eye out on the road.
Photo: The Bear

It can be hard to keep track of traffic even if you aren't distracted. Photo: The Bear

The Bear
8/1/2023

Distraction, Driver Attention, Featured, Multitasking

It's worse. That's what a new study published in the Journal of Experimental Psychology: Applied and reported in Scientific American, suggests. Distracted driving, it seems, is even more unsafe than previously thought. As usual the figures are just from America, but I'm sure the principle remains the same everywhere.

"In 2021 more than 3,500 drivers in the U.S. alone died in traffic accidents linked to distracted driving. Using a cell phone is the primary source of distraction, but entering navigational information, trying to eat and performing other such activities can be just as risky," according to the report.

"Multitasking has a hidden cost for drivers that past analyses have not taken into account," the report points out. "Participants between the ages of 18 and 58 completed a driving-related activity while also performing a distracting task. [In one study, the researchers] found that distraction depleted participants' ability to pay attention to their driving for at least half a minute after the distraction ended. That extended effect implies that the number of traffic accidents caused by distracted driving could be substantially higher than current estimates indicate."

Participants were tested during the distraction and for that half minute afterwards. In a follow-up study, when the testing time after the end of the distraction was extended to 45 seconds, the ability to pay attention to driving did not return for that entire period. I wonder just how long it really is.

The researchers involved asked themselves what might explain these findings. "When a person performs a cognitive task," they concluded, "they hold information from that task in their working memory: a 'mental workspace' where details can be both stored and processed. Your working memory helps you with tasks such as doing arithmetic in your head and remembering the name of someone you've just met. [The researchers] propose that when a task is completed, this information isn't purged from your working memory all at once. Rather it persists for some time, creating mental clutter that may divert attention away from subsequent tasks." That conclusion is not an outlier. "This work complements a large body of evidence that shows people tend to be bad at multitasking," says Scientific American. "In fact, people are generally worse at juggling tasks simultaneously than they believe themselves to be."

This research promotes the need to strengthen laws designed to reduce distracted driving, although I wonder how you'd enforce this. Legislation, they say, should define this concept broadly enough to include not only texting and other mobile phone use but also other activities that can divert a driver's attention away from the road, and keep it away. But good luck with that. In my experience, our local New South Wales law against mobile phone use is much more useful as a revenue generator than as a way to reduce phone use. Drivers just don't care. I presume (and hope, I guess) that this means they think they are not really endangering anyone. This is a timely reminder that they're even more wrong than they think they are.

And this finding applies to us, too. There are easily enough distractions on a modern motorcycle to take a rider's mind off the road, too. Phone calls, navigation, keeping an eye on fuel consumption and on and on; you could easily keep yourself amused without riding at all. But you are riding, and it's quite possible that you will become distracted and then stay distracted for that three-quarter minute or more after your task is done. On a motorcycle, this is even more dangerous than in a car. I'm sure I don't have to explain why.

October 2023							Today
Sun	Mon	Tue	Wed	Thu	Fri	Sat	
1 • MUCI 2 PM • UPCM 7 PM	2 • RoCo 7 PM	3	4	5	6 • SWSR 1 PM	7	
8	9	10	11 • NASH 6 PM	12	13	14	
15 • DeKalb Co. 2 PM	16	17	18 • SMC Co 7 AM • DHH 7 PM	19	20	21	
22 • CoFo 4 PM	23	24	25	26	27	28	
29	30	31					

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September 2023							Today
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3 • MUCI 2 PM • UPCM 7 PM	4 • RoCo 7 PM	5	6	7	8	9	
10	11	12 • NASH 6 PM	13	14	15	16	
17 • DeKalb Co. 2 PM	18	19	20 • SMC Co 7 AM • DHH 7 PM	21	22	23	
24 • CoFo 4 PM	25	26	27	28	29	30	

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OF
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SEPTEMBER 23, 2023

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Across From Smith County Courthouse

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No Reports
Nashville
Caney Fork
SWSR
Montgomery County
DeKalb County
Music City
Sumner County

Roberson County

The Robertson Local Charter had four (04) officers present. We briefly discussed the recent Southern Thunder Rally and our upcoming Toy Run on Saturday 02, December 2023. The Toy Run flyer was updated later that same evening.

The September 2023 State Board meeting at the Jackson County fairgrounds was mentioned, as was the need for officers. We recognized Trish Taylor during the recent loss of her father.

Best Regards,
J. Robert Forbus

**UPPER CUMBERLAND
CHARTER MINUTES**

Upper Cumberland charter meeting. Ron opened the meeting. We had no flag to say the Pledge of Allegiance to. Ron gave the treasurer's report. No legislative report.

Activities- Charter enjoyed the fun run. STR was a blast! So much fun! Liberty Rally was September 8,9,10. The BOD being on the 10th.

Old business- none.
New business- none.

Upcoming meetings are...
October 1 at Boone's Saloon
November 5 at JD's Sandwich Shop
December 3 at Scooters.

Membership- Gary Bass- Not here
50/50- No drawing.
Meeting adjourned.
Lynn (Angeldoll) Greenwood

Dickson/Humphreys/Hickman

On the 3rd Thursday of August, in the VFW in Dickson, at 7:00. 25 souls said the Pledge to our Flag. David, our New Director welcomed everyone & asked if we had anyone hurt or in the hospital. It was said that Doc comes home from a long visit after his injuries from a motorcycle wreck Friday. Also, Torry is doing much gooder with his injured foot. Next was a report from Bub about the Rodeo. Seems we did ok on \$\$, considering it was postponed a week. History was made as that being First time the DHH ever put anything off. Despite the heat & wet playing field, we rodeoed & good times was had by all. About now is when Bone showed up late. All the coin we made doing Dirt Drags was give to Jeff Lackey for Down Bikers. We then decided to have Red Toy Run Shirts this year. Joey Medows from Sons of Christ RC was present to get info about his club joining up with DHH. We say "Hell Yeah". Beefy told of the Bubba Langford run on the 19th and that we had STR tickets. There is at least 9-13 of us going to the very laidback & kickass fun event in Adams. Thanks & a big ol drank to all who watched, played or helped our Rodeo, Fun ain't it. Happy Birthday to Kat Hagewood, Monkee Boy Barry & ol Pig Pen!!! If you're a member of this fine Charter, Be sure you don't expire. Re-up Toda! Carol O'Davis can help with that, get ahold of her. 50/50 was done & won
NUFF Said, We scattered
Beefy #757
By the way, I read your notes.



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Motorcycle Riders Foundation

P.O. box 9090 Peoria IL. 61612

Phone: 202.546.0983

www.mrf.org

mrfoffice@mrf.org

**It's time you did something more to protect your rights!
Join and Support Motorcycle Riders Foundation...**

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- Please Check if you are a US Citizen
- Check here to NOT receive Patches and Pins
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- Check here to receive MRF Reports electronically (email)

Name _____

Address _____

City, State, Zip _____

Phone _____

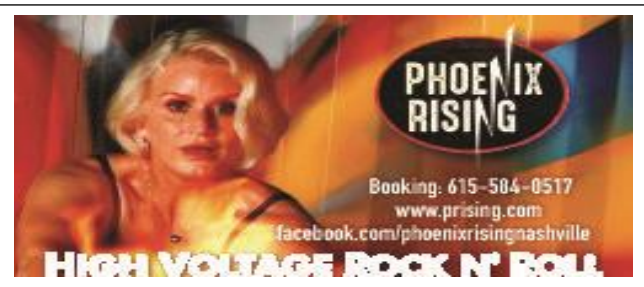
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1. An approved letter is mailed to all members on the Group's letterhead, signed by an official from the Group. A reply card with postage-paid envelope is mailed with the letter to all members.
2. All printing and mailing charges are at no cost to the Group.
3. Members who return the reply card will be contacted by an AIL representative to arrange a convenient time to provide their certificate of coverage and other information noted above and will also explain additional insurance benefits available on a voluntary basis.



SMITH COUNTY



JACKSON COUNTY



CANEY FORK ABATE POKER RUN

FOR THE CARE & COST OF THE
K-9'S. & FELINES

50/50

REGISTRATION
10AM
KSU
11AM

JACKSON & SMITH COUNTY

SEPTEMBER 23, 2023

****Donations****
WITH CAT FOOD OR DOG
FOOD DONATIONS \$10 A
RIDER AND W/ PASSENGER
FREE

OR
PRIZE FOR BEST
& WORST POKER
HAND

\$20 A BIKE OR
VEHICLE W/
PASSENGER
ADDITIONAL \$10

STOPS TO BE DETERMINED BY ROAD CAPTAIN
Starting and Ending at The American
Legions, Post 57, Carthage, TN
Across From Smith County Courthouse



BOOZE IT – LOSE IT!

Deadline for submission will be the 10th of the month for next month's publication. NO EXCEPTIONS!

Articles submitted after this date will be held for the next month, with the exception of time sensitive material. We welcome your opinions, comments, complaints, and suggestions. Articles and photos pertaining to all things motorcycle are welcome. Photos must include, taken by, who is in the photo, what is happening in the photo, when was the photo taken and where was the photo taken at. We also need the authors contact information for verification purposes only. All articles will be edited for content, clarity, grammar and spelling. All ad copy must be sent to the editor at cmtabate@icloud.com All ad payments should be sent to the head office at 242 West Main St. #195, Hendersonville, TN 37075. Include the ad you're paying for and how long paid ad will run.