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FOR IMMEDIATE RELEASE

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Right to Repair Bill Introduced in US House

The Motorcycle Riders Foundation (MRF) reports that the U.S. House of Representatives has re-introduced legislation that would return the right to repair to the vehicle owner instead of the original manufacturer. Thanks go to Rep Ed Towns, D-NY who introduced the Motor Vehicle Owners' Right to Repair Act (HR 2694) into the 110th Congress. Joining Rep Towns as original co-sponsors were Reps G.K. Butterfield, D-NC; Anna Eshoo, D-CA; Steven LaTourette, R-OH; George Miller, D-CA and James Moran, D-VA.

The need for right to repair legislation has become apparent due to the increasing use of computers and electronics that control nearly every motor vehicle function from fuel delivery, braking, lighting, and emissions to entertainment. Although computers provide many benefits to motorists through improved fuel efficiency, comfort and safety, they also provide increasing opportunities for motor vehicle manufacturing companies to lock out access by car owners and the independent repair shops where owners choose to obtain service for their vehicles. HR 2694 would require that car companies provide full access to all tools and service information needed to repair motor vehicles, thus leveling the competitive playing field between dealers and independent repair shops.

HR 2694 is similar to last years measure (HR 2048); however some differences exist between the two bills. This year's legislation had to take into account several factors, including the new leadership in Congress and Committees. In addition, although sponsored by the sitting Energy and Commerce Committee Chairman Joe Barton (R-TX) last Congress, HR 2048 barely limped out of subcommittee and failed to be taken up by the full committee or the House floor.

Dealing with the new Chairman John Dingell (D-OH), who has been extremely outspoken against this bill, is certainly a challenge. Dingell, who has defended Detroit manufacturing against the environmental lobby for decades, has had a change of heart. Now that the Motor City isn't the vast field of smoke stacks it once was, that change may be sincere. As the newest environmentalist, perhaps Dingell can understand that a well-tuned and maintained vehicle gets higher mpgs, is therefore better for the environment, and we should be removing barriers to convenient and

proper vehicle maintenance.

HR 2694 now has eleven co-sponsors and has been referred to the House Energy and Commerce committee. No Senate legislation has been introduced as of press time. The MRF encourages you to contact your Federal Representative and ask them to co sponsor HR 2694. As always, the MRF will keep you posted on any developments.

Jeff Hennie

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Send in your nominations and donations for the MRF's Young Activist Scholarship fund today. For complete details, visit
<http://www.mrf.org/yascholarship.php>.

Sign up today for the MRF's new roadside assistance program by visiting
<http://www.mrf.org/mrffroadside.php> The program is available to MRF members and non-MRF members.

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The MRF proudly claims state motorcyclists' rights organizations and the very founders of the American riders' rights movement among its leading members. The MRF is involved in federal and state legislation and regulations, motorcycling safety education, training, and public awareness. The MRF provides members and state motorcyclists' rights organizations with direction and information, and sponsors annual regional and national educational seminars for motorcyclists rights activists, as well as publishing a bi-monthly newsletter, THE MRF REPORTS.

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