

Happy
Thanksgiving

ABATE OHIO

AMERICAN BIKERS AIMED TOWARDS EDUCATION



OutSpokin'

NOVEMBER
NEWSLETTER
2023

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"IT DOES NOT MATTER
WHAT YOU RIDE
WE ALL RIDE FOR
FREEDOM OF THE ROAD"

We Want You



To Ride With Us!

ABATE of OHIO

The mission statement of ABATE of Ohio is to promote and defend motorcyclist's freedom, safety and awareness through education and legislation to make Ohio the best place to ride.

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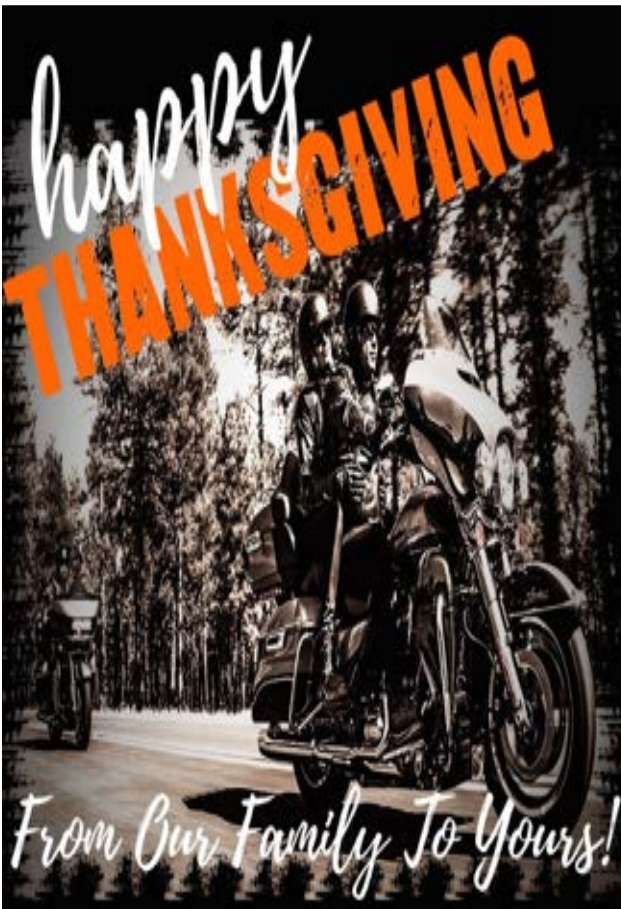
ABATE of OHIO encourages all members to submit letters, articles or cartoons they feel may be of interest to fellow members. ABATE of OHIO supports the rights of ALL motorcyclists, ABATE of OHIO does not endorse any products or services other than its own.

DISCLAIMER

The thoughts and opinions expressed in this newsletter are those of the individual contributors alone and do not necessarily reflect the views of the ABATE of OHIO board and it's members.

happy
THANKSGIVING

From Our Family To Yours!



CHAIRMAN OF THE BOARD

Mike Stock



Hi Friends,

It's hard to believe that we only have 2 more months until the end of 2023. Time does fly! November will finish up the riding events. It has been a good year, and I would like to thank all of you for your help in making this happen. The kids, Veterans groups and ABATE also thank you for what you do. Don't forget to attend your region Christmas Party have some fun.

I will be attending Motorcycle Ohio's Stakeholder's meeting in October and will have a report on it in the December OutSpokin'. They had a great year and trained more motorcyclists than ever. Training is proven to reduce crashes which keeps us safe, and we need to get more of us trained and licensed. When talking to your riding friends, ask them if they are trained and/or licensed. Please take some time and help them find the way.

Time to "Save The Date" and that is for the Legislative, Safety and Awareness Seminar 2024 on February 2nd, 3rd, and 4th, 2024. The location will remain at the DoubleTree -Columbus Worthington, Columbus, Ohio. A flier with info and pre-registration information will be in the December magazine.

We all need to be very vigilant paying attention to what is going on with Right to Repair bills, the threat to the life of the combustion motor and the quality and availability of our fuel. Something that got my attention is how vulnerable the after-market is. It is a real question of will we be able to purchase parts and will we be able sell our used bikes. You will see more in other articles and we will keep watching it in the future. The MRF has a lot of really interesting articles on these issues.

Here are your year-to-date stats, compared to last year at the same time.

| | <u>Crashes</u> | <u>Fatalities</u> | <u>Speed Related</u> |
|-------------|----------------|-------------------|----------------------|
| 2023 | 3240 | 193 | 635 |
| 2022 | 3720 | 184 | 659 |

Another interesting report shows the most dangerous roads this year.

- | | | | |
|-------------|----------|----------|----------|
| 1. US 20 | 2. SR 4 | 3. SR 2 | 4. US 40 |
| 2. 5. US 23 | 6. US 75 | 7. US 42 | |

Be aware and stay alert.

Ride Safe and Free

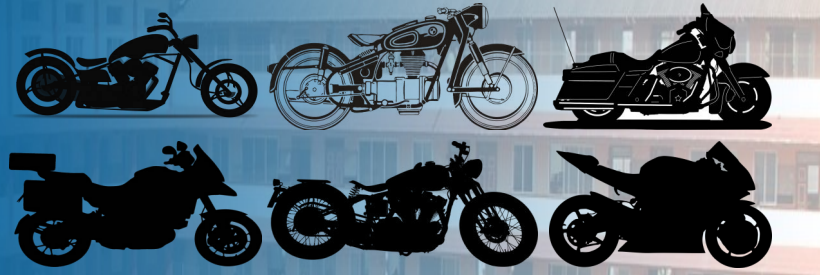
Mike

Mike Stock...ABATE of OHIO Inc....Chairman of the Board



EXECUTIVE DIRECTOR

Ed Schetter



“Paralyze resistance with persistence”

“I've had smarter people around me all my life, but I haven't run into one yet that can outwork me. And if they can't outwork you, then smarts aren't going to do them much good. That's just the way it is. And if you believe that and live by it, you'd be surprised at how much fun you can have.”

Two great quotes from Woody Hayes.

As most of you know, I went to The Ohio State University (Yes Jim Rhodes I said The) and for inspiration you need to look no further than Coach Hayes. I have found over the years working in motorcycle rights that we win by many of the same methods. WE STAND AS A TEAM (even in these divisive times), WE DO SOMETHING WE ARE PASSIONATE ABOUT (not paid for) AND WE ARE WILLING TO WORK HARDER THAN THOSE WHO STAND AGAINST US.

We just got back from Meeting of the Minds in Harrisburg and congratulations to ABATE of Pennsylvania for host and the MRF for putting on a great event. This year was all about mending bridges and being ready to stand together as one.

This is also the time of year that gets me thinking about where we came from and where we are going.

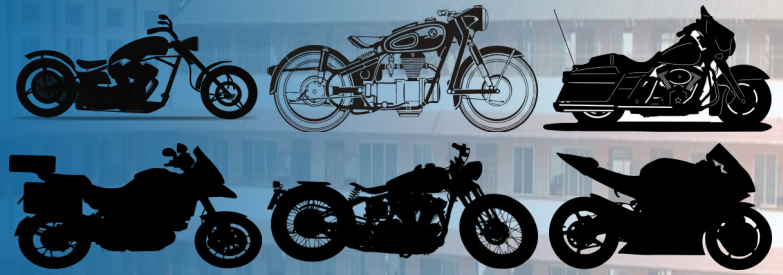
So often we hear, “ABATE, OH you're the helmet people.”

And yes, we did fight for the freedom to choose if we want to wear a helmet or not here in Ohio. We have also assisted other states in their fights for choice.

But we have done so much more. We helped establish and have had to defend the Motorcycle Ohio Training program. The insurance industry has to now inform you if your medical coverage doesn't cover motorcycle related injuries so you can get supplemental insurance. We have been in court to make sure those that have injured or killed a biker in an “accident” are properly sentenced. Getting and keeping the freedom to personalize your bike: handle bars, pipes, cam, etc., Veteran and Purple Heart plates for motorcycles, autocycle being separated from motorcycles and keeping a constant eye out for motorcycling issues in Columbus or at the local level.

EXECUTIVE DIRECTOR

Ed Schetter



Looking forward we have to continue what we are already doing plus deal with new threats. As the push toward electric power and renewable energy continues we will have to make sure safe fuel is available for our bikes. And what do we have to do to ensure the internal combustion engine and the choice to use one is still a freedom we have? If you have any questions about this threat, try to get a gas powered lawn mower, leaf blower or electric generator in California. Also California has already announced when they will stop issuing titles for new internal combustion engine passenger vehicles. Dealing with autonomous vehicles, the infrastructure and making sure that our bikes can safely interact with them. Plus, whatever comes up that we can't even think of today. I'm not creative enough to come up with half of the stuff we see right now.

The good news is: I couldn't think of a better team to be on for these challenges than the one I'm already on.

We will keep motorcycling moving forward here in the great state of Ohio, even when it only seems like 3 yards in a cloud of dust. It's finally college football season, game time and we are lucky to live in Big 10 country. GO Bucks.

Ed

Ed Schetter
ABATE of OHIO Inc. Executive Director



*Happy
Thanksgiving!*



2024 Federal Legislative Agenda

The MRF's Legislative Committee held a legislative strategy session at the 2023 Motorcycle Riders Foundation's (MRF) 39th annual Meeting of the Minds Conference held in Harrisburg, Pennsylvania. The purpose of the session was to establish and prioritize the MRF's 2024 Federal Legislative Agenda.

Legislative issues fall into one of three categories, high, medium and monitor. This list remains fluid and can be adapted depending on the issue and political environment.

2024 HIGH PRIORITY OBJECTIVES

(1) Autonomous Vehicles: Advocate and monitor any legislation or regulations related to motorcycles concerning connected and autonomous vehicles (AV):

(a) Endorse rulemaking to set new standards specific to seeing, detecting, and properly reacting to motorcycles.

(b) Ensure motorcycles are part of all testing and development procedures.

(c) Promote that any AV public user advisory committees should include a representative from the motorcycle community and a motorcycle manufacturer.

(d) Require a public, easily accessible, and searchable database where consumers can look up important safety information such as the limitations and capabilities of different products offered by AV manufacturers or service providers.

(e) Require that all AV manufacturers must submit safety evaluation reports to detail and make public how their vehicles identify motorcycles among other road users. Manufacturers must also include human error analysis in safety reports.

(f) Require that all AV manufacturers must publicly report crash data share incidents between AVs and motorcycles just as they would incidents between AVs and other road users.

(g) Protect the safety of motorcyclists with any rules or standards as it relates to electronic and cybersecurity systems including the clarification of rights of data ownership of any recorded data in the context of connected and autonomous vehicles.

(h) Inclusion of motorcyclists' perspectives in discussions regarding the Intelligent Transportation System (ITS).

(i) Work to ensure motorcycles are a separate classification of vehicle and road user for purposes of regulation and testing of AVs.

(j) Protect the set aside radio spectrums necessary for DSRC vehicle to vehicle communications.

(k) Protect additional spectrum as needed for Vehicle to Everything technology (V2X).

(2) Crash Avoidance: Continue to promote the theme of crash avoidance versus safer crashing urging NHTSA and the DOT to focus on crash prevention and support rider education by providing funding and other resources.

(3) Data Recording: Pursue legislative language that any collected or available vehicle data is the property of the consumer and in which the consumer has the choice of whether to opt-in to having their personal data communicated to interested parties.

(4) Definition of a Motorcycle: Educate policymakers and advocate for change to the current definition that better reflects the current two and three-wheel motorcycle landscape. Collaborate with appropriate stakeholders concerning the federal definition of a motorcycle, ensuring that crash and fatality statistics continue to be separate from other classes of vehicles including autocycles, non-motorcycle powered vehicles such as mopeds, scooters, motorized bicycles, and various cabin-based steering wheel type vehicles.

(5) Emission Regulations: Engage the EPA & Congress on any activity related to motorcycle emission regulations including the RPM ACT, H.R. 3281, S. 2736 or similar legislation.

(6) Work against any efforts by the California Air Resources Board (CARB) that endangers the future of motorcycling.

Helmet Laws:

(7) Oppose any mandatory federal helmet, apparel, or conspicuity requirements. Advocate for limiting funding of any federal government entity with increasing involvement in advocating for a universal helmet law or similar initiatives.

(8) Internal Combustion Engines: Work to ensure the survival of internal combustion engines, including elimination of the California air quality exemption waivers which allows California to enact different standards and threatens combustion engine production.

(9) Profiling: Sustain lobbying efforts for the passage of resolutions or legislation that promotes awareness and prohibition of motorcyclists profiling.

Seek opportunities including, but not limited to H. Res 366, with language that:

Promotes increased public awareness on the issue of profiling of motorcyclists.

Encourages collaboration and communication with the motorcycling community and law enforcement to engage in efforts to end profiling of motorcyclists.

Urges state law enforcement officials to include statements condemning profiling of motorcyclists in written policies and training materials.

Outlaws the practice of profiling of motorcyclists.

Oppose any motorcycling, motorcycle, or motorcyclist-based discriminatory legislation or rules proposed by the U.S. Congress or by any governmental agency.

(10) Renewable Fuels: Advocate for targeted changes to the Renewable Fuel Standard (RFS) including the following actions:

Support the universal availability of approved fuel blends, containing no more than 10 percent ethanol by volume.

Promote additional research and independent studies concerning the effects of higher blends of renewable fuels on motorcycles.

Ensure the availability of separate pumps (i.e., no multi-dispensing) to minimize the risk of damage to motorcycle engines where higher blend of renewable fuel blends is available.

Sustain lobbying efforts for the passage of the Consumer Protection and Fuel Transparency Act of 2019 (H.R. 1024) or similar legislation which requires information to be provided to the public about the risks associated with the improper use of E15 fuel (or higher) in certain vehicles, engines, and equipment.

This legislation:

Revises current EPA rule to include warning label requirements for fuel pumps that dispense E15.

Requires the EPA to create a public education campaign about the risks of unauthorized use of E15, as well as the vehicles, engines and equipment prohibited from using E15.

Defines multi-dispensing nozzle and requires an additional warning label on multi-dispensing nozzles to warn consumers of the residual fuel left in gasoline pump hoses from the previous individual dispensing.

(11) Right to Repair:

Protect and advocate for "Right to Repair" provisions that allow consumers the ability to repair and modify their own products.

Vulnerable Roadway User Terminology:

Monitor and ensure that motorcycles and motorcyclists are a specific and unique category or classification.

2024 MEDIUM PRIORITY OBJECTIVES

(1) Gang, Club and Other Language:

Monitor and respond to federal legislative or regulatory activity concerning the usage of the terms gang, club, known associate, associate or any derogatory term when referring to motorcyclists.

(2) Lane Filtering and/or Lane Splitting: Monitor and support federal efforts to study and review the benefits and concerns of lane splitting and lane filtering.

(3) Surface Transportation Reauthorization (Highway Bill):

Advocate and pursue legislative efforts related to the next highway bill reauthorization (expiring in 2026). Ensure the following provisions are included:

Preserve the Motorcycle Education & Awareness Program Grant Funding.

Preserve the ban on federal funding for Motorcycle Only Checkpoints.

Preserve the NHTSA Lobbying Ban and expand to other federal agencies.

Preserve the Motorcycle Advisory Council (MAC) to advise the FHWA.

Preserve motorcycles are not considered single-occupancy vehicles for HOV lane access.

Oppose any motorcycling related federal blackmails or federal sanctions.

Monitor for any action that would negatively impact motorcycles, motorcycling, and motorcyclists.

Advocate the integration of an updated federal definition of a motorcycle.

Advocate a mandate that autonomous vehicles must detect and respond to motorcycles.

Advocate for expanding opportunities to address motorcyclist profiling.

Ensure motorcycles are not banned from federally funded roads.

All high priority issues and emerging technologies

(12) Taxes: Encourage fair treatment of motorcyclists in any change to federal taxes related to transportation. Vehicle miles traveled and other tax proposals must account for the different impact motorcycles have on infrastructure.

2024 MONITOR ITEMS

(1) Distracted Driving:

Work to discourage any/all forms of distracted driving.

(2) EV Incentives:

Seek fair tax rebate and or credits for the purchase of electric motorcycles similar to those offered for electric automobiles.

(3) Exhaust Systems:

Monitor and vigorously oppose any federal standard proposing stamping and certifying of motorcycle exhaust systems.

(4) International Partnerships:

Continue participation in motorcycle-related activity in the European Union, United Nations, and Canada informing the membership of key developments.

(5) National Studies:

Continue monitoring any national studies concerning motorcycles (i.e., Federal Crash Causation Study or MSF Naturalistic Study).

(6) Opponents:

Monitor private and public organizations that oppose the legislative agenda or mission of the MRF.

(7) Sound Testing:

Monitor any SAE Motorcycle Roadside Sound Testing (addressed by individual states).

Monitor any action by the EPA Office of Noise Abatement

(8) Tariffs:

Monitor any tariffs on imported motorcycles, parts, or apparel.

(9) MRF2Tolling:

Monitor fair tolling concepts on federally funded roadways and projects supported by federal bonds.

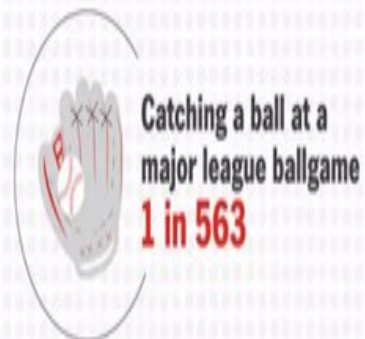
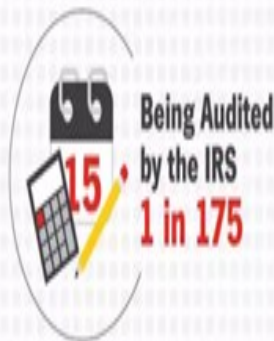
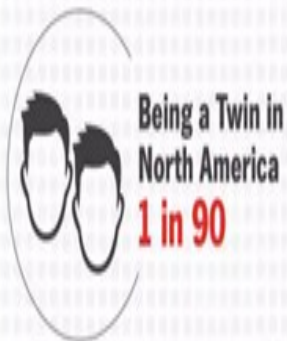
Monitor any congestion tolling concerning motorcyclists by federal, state, or local governmental agencies.

In order to remain vigilant until all aspects are complete, some references to legislation or resources could appear not to be timely.

What Are the Odds?

U.S. drivers have a 1 in 164 likelihood of having a claim involving a collision with deer, elk or moose according to new claims data from State Farm®

In comparison, here are a few other similar likelihoods of interesting things happening:



ABATE of OHIO

FRANKLIN COUNTY
REGION 9

TOY RUN

37TH
ANNUAL

REMEMBER
NOVONZ



12 AM Line Up
1 PM SHARP!
WE RIDE

RIDE STARTS
Eastland Square
Shopping Center
Parking Lot
2402 Eastland
Square Dr.
Columbus, OH
43232

ADMISSION
1
**NEW
TOY**

OPEN TO
ALL
MOTORCYCLES

MORE INFO:

Chris Lappert..740.963.2738

Kathy Gantner..614.203.9719

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Donations are **NOT** tax deductible.

ABATE events are subject to a thirty percent administration fee.





1)... To initiate , endorse and sponsor educational programs such as rider safety, public awareness, legislative and affirmative action and, individual freedoms and rights.

2)... To create and promote a positive public image of motorcyclists and motorcycle groups and to dispel and disprove media hype, unfounded propaganda and the "Hollywood" image.

3)... To encourage goodwill and mutual understanding among motorcyclists, law enforcement personnel and the general public.

4)... To serve as an information source on matters pertaining to current laws, pending legislation, personal rights, political inclinations of elected officials and their constituents, and voter awareness.

5)... To act as a central responsive agency to devise and coordinate recreational, legislative, educational, and charitable activities



OHIO ABATE MEMBERS



MEMBERS PLEASE SUBMIT

Articles..Pictures..District Information
Pictures.. Run / Party / Shows
This is YOUR publication.

PLEASE SEND ALL INFORMATION TO

mikestock419@gmail.com

Sh*t People Say In Courtrooms

Attorney: What gear were you in at the moment of the impact?

Witness: Gucci sweats and Reeboks.

Attorney: Are you sexually active?

Witness: No, I just lie there.

Attorney: What is your date of birth?

Witness: July 18th.

Attorney: What year?

Witness: Every year.

SUPPORT YOUR MOTORCYCLE RIGHTS ORGANIZATIONS



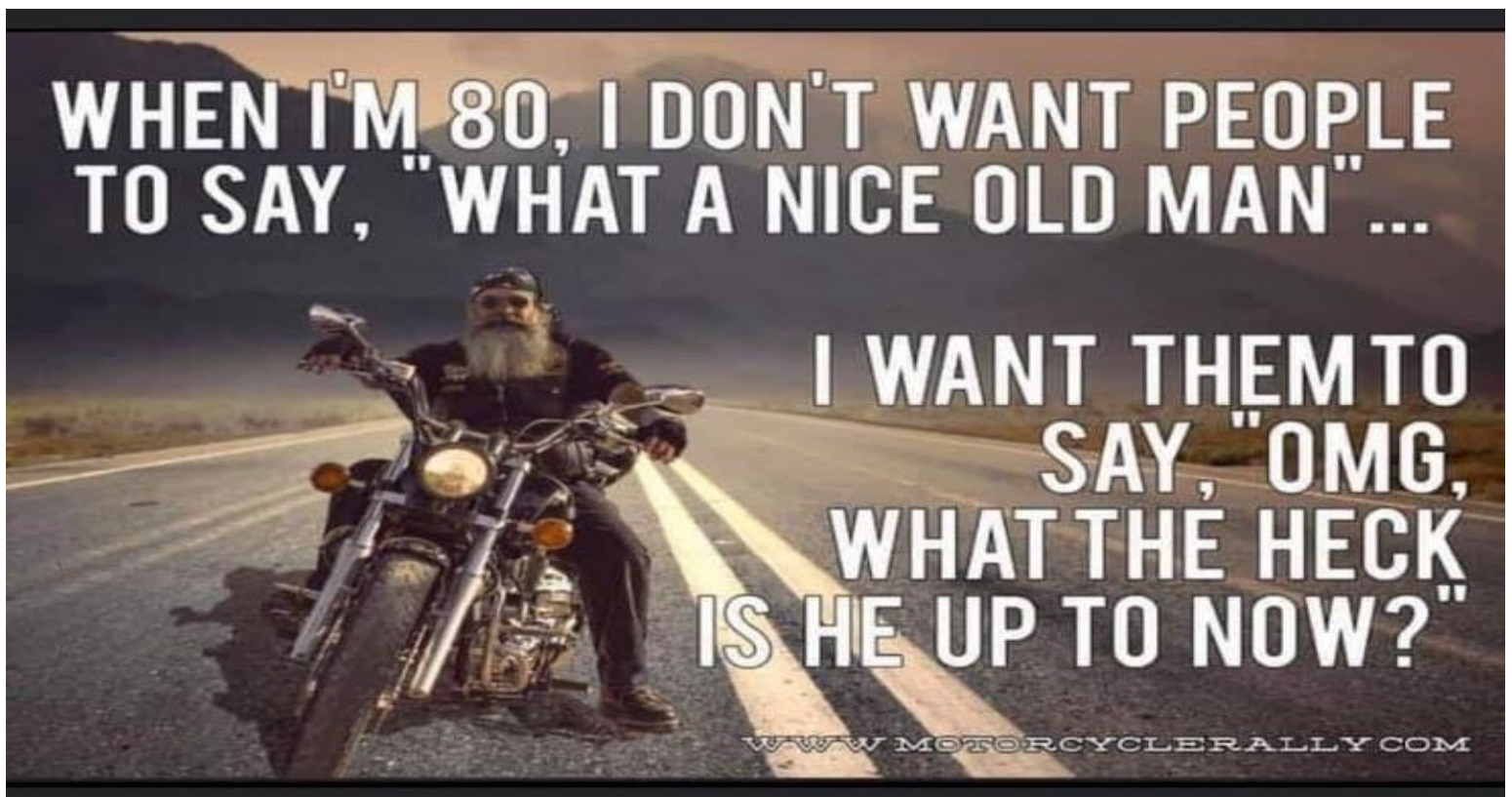
Chris Winchester
MEMBERSHIP
Secretary

It is important as we move forward with a new system to have your information accurate but complete as well. We do not

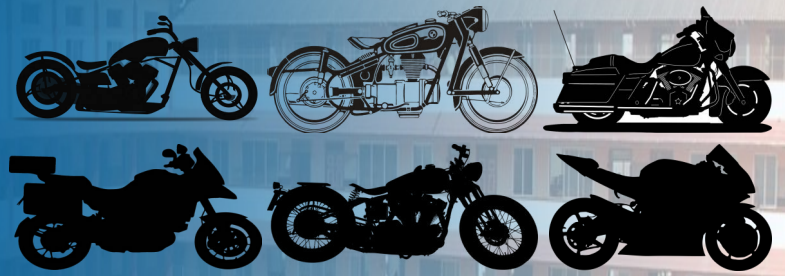
have email addresses for many members of ABATE of Ohio, Inc. currently and some addresses and phone numbers are likely incorrect. If you think your information needs updating, give me a call 614-373-9607 (Chris) and I can verify it. Staying in touch with you is important to us!

As many of you know the state office is a joint effort between houses miles apart. We can be reached at ABATE of Ohio, Inc., PO Box 313, Weston, OH 43569. Phone 614-319-3644 (Mike – chairman of the board) or 614-373-9607 (Chris – membership secretary) with any questions, comments, concerns, or a quick chat.

We value your membership and hope going forward to have a better platform to bring you many things! The launch date is coming soon.



LEGISLATIVE NEWS



Well, it is the beginning of October as I write this, and the weather is already beginning to change. Leaves are falling and rain is sporadic. Don't ever forget how slippery leaves can be under two wheels and especially damp or wet leaves. Ride carefully!

Legislatively, as usual, the wheels turn slowly. The 135th Ohio's General Assembly is still out on break. They will reconvene at the beginning of November. I have been making contact with local politicians at both the house and senate levels to promote the legislation we would like to get introduced.

I am more committed to fight for the introduction of the Right of Way bill than I have, actually, probably ever have been!!! (And 20 years ago, many of the current state and regional officers including me, fought this fight unsuccessfully,)

I have a long time brother who is in the hospital for "health issues", (He is finally getting better). Today I was up visiting with my wife, and a motorcycle organization came onto the floor I was at. I talked to them, and much to my shame they were there to see one of the victims of the Teddy Foltz Run incident. {Google it.} I had thought he had been released! 300 motorcyclists on a run to support child abuse prevention, and this lady reportedly made the statement that, I was tired of waiting!! She made her LEFT turn into her driveway. Crashes occurred!!! That was 3 months ago! This family, and families of the other victims in this incident are still suffering, still unknowing of what their day to day life will bring, let alone the long term life that they are facing!!!

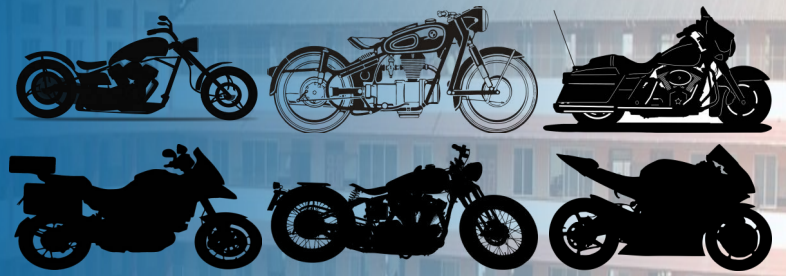
And the lady who was tired of waiting, you ask????

DEFENDANT PLEAS GUILTY TO AMENDED
CHARGE. FINE AND COSTS SUSPENDED DUE TO INDIGENCY!!!

Amended charge was a Misdemeanor 4!!!

Again, look it up. It is all online!!!

LEGISLATIVE NEWS



I am sure this lady and her family have had a difficult time realizing what her actions have done, but this will pass rather quickly, and they will move on! We need to raise the awareness of drivers to be more aware of other vulnerable road users.

I recently read that drivers are taught and learn to look for other vehicles but become oblivious to the presence of motorcyclists, bicyclists, and foot propelled road users. How do we make people become more aware??? We need to change the law, to make an attempt, to make people more aware!

I have talked to clubs, in the many different categories of clubs, I have reached out to bicycle clubs, and sponsors of marathons and all have expressed an interest in supporting this legislation, as I laid it out to them.

But a couple of people cannot make this happen! Several people cannot make this happen! When we get a bill introduced, it will be up to every officer, every member, every family member of a member, and every associate of a member to get the word out and flood the offices of every member of congress, that this is the right, the compassionate, and most appropriate bill for them to stand behind.

Prepare yourselves to make a stand!!!! MOTORCYCLISTS RIGHTS MATTER!!!!

Lion Man





Ask Our Lawyer

by Rod Taylor - ABATE Legal Services

I CANNOT STRESS THIS ENOUGH!

If you have been to the ABATE State Seminar in Illinois, Indiana, or Ohio, you have heard me discuss the need for carrying adequate **Uninsured/Underinsured** (otherwise known as **UM/UIM**) Coverage. Unfortunately, this subject matter is once again in need of repeating.

This past month we received a phone call from a new client who was run over on his motorcycle. The first words he said to me were, "Rod, it's okay! I listened to you at the State Seminar and got the maximum insurance coverage I could get!" The problem is, while he did get the maximum insurance coverage he could carry for the other guy, he obtained the minimum **Uninsured/Underinsured** Coverage for himself. Now he is left with \$25k in coverage for his losses.

What he should have done is sign up for as much uninsured/underinsured coverage he could get - he did not. Instead he opted to cover the other guy for 500k and leave himself with minimal coverage in the event of an un/underinsured driver. In decades of representing bikers I have yet to see a serious claim injury against a motorcyclist. It just doesn't happen. (When have you ever heard of the driver of the Mack truck suing a motorcyclist for personal injuries?) So the rule is to take care of yourself with decent limits of **Uninsured/Underinsured** Coverage. That is the insurance motorcyclists need most as it protects us when someone injures us, carrying the state minimum, or worse yet, no insurance whatsoever. Most insurance companies only allow the motorcyclist to buy insurance for themselves that is equal to or less than your coverage for the Mack truck guy. Minimal limits are inadequate, and just enough to cause great irritation and financial grief. Give Hilary or myself a call if you would like to discuss what best fits your needs.

DANGERS OF RIDING EAST THIS TIME OF YEAR – IT'S FIVE O'CLOCK SOMEWHERE

ABATE LEGAL passes on our observations of motorcycles getting hit while traveling east in late afternoon. Numerous riders have been hit or nearly so by drivers heading west into the blinding sun. Sounds like common sense, but the smaller you are, the harder it is to see you in the setting sun. So much so that I say avoid traveling into or away from a blinding sun. If you do, be prepared that the car/truck coming toward you or up behind you may be blinded by the sun's rays. We have had several members learn this the hard way. Just passing this on.

MOTORCYCLE NATION

The year 1909 was a time when there were no cars, generally speaking. Just trains, horses, bicycles and most significantly motorcycles. For a biker that meant almost nothing to watch out for. It was August of that year and a guy by the name of Fisher (famous as the founder of the Indianapolis 500, Miami Beach and Presto-Lite) was holding the first race at the Indy 500; it was a motorcycle race. William Harley and Walter Davidson were there along with their chief line foreman, and everybody that was anybody in motorcycling.

How do I know this? While at the Indy Motorcycle Expo, I took in the Old Timers area. There, the old flat trackers, hill climbers, and Daytona veterans were in force. Some bring artifacts from the glory days, like Kenny Staughton. For the last several decades the equivalent of the painting of the signing of the Declaration of Independence for motorcyclists has hung above Kenny's living room couch. It is one of those seven foot long – one foot high brown-toned photographs of old. The photograph looks North on Meridian Street from the base of the Monument Circle. (The site of the Motorcycles on Meridian that happens each summer) Positioned on about a third of the Circle are 250 motorcycles. I can identify two cylinder Indians and one cylinder Harleys. In those days Harley was not into speed, but endurance. Indian was into speed. So two races were to happen. One was the speed race at the Indy 500 and the other was an endurance race starting in Cleveland, down to Columbus, over to Dayton, Richmond, just below Sky Castle Airport, Rushville and finally Indy. Bill Harley and Walter Davidson won the endurance race and came together with the Indy racers for the photograph. I can identify William Harley and Walter Davidson and the Harley Davidson factory foreman – I think. Or at least that is my story and I'm sticking to it. I thought about having a contest and naming it "Looking for Walter" after the kid game.

What is striking about the photo is there are almost no cars in the photo – maybe a lonely hand-made Buick, but that is about it. Around the sea of motorcycles are horse and carriages and a bicycle or two. In 1909 we were truly a motorcycle nation. Not till 1912 when Henry Ford implemented the assembly line in Detroit City did that change. Bob Schulteti of Harley South-Side believes that Motorcycle Nation existed into the late teens before there were enough cars to make a difference.

While admiring Kenny's wonderful photograph, I wondered aloud where the motorcyclists got gas, since there were no cars- no gas stations. Bob Schulteti knew the answer – drug stores. Imagine – a land before gas stations and no place to get a Big Gulp.

Kenny allowed us to get copies of his living room treasure. I gave one of the copies to a friend and then a Board Member of the Indy 500 operation. When the folks at the Indy 500 discovered they did not have that photo – of the first race at the Indy 500, and never knew it existed, my friend's copy was requisitioned. Next time you are in my office, take the time to gaze at a photograph that captured a time when America was a "motorcycle nation" – with not one gas station.

A PLACE TO RIDE TO DIE - THE PYRENEES MOUNTAINS - COL D'AUBISQUE

When I lived in Wayne County about a thousand years ago, I dreamed of riding the Pyrenees Mountains. No more dreaming, because I finally did it, and I would never ever think of doing it again. In fact, knowing what I know now, I would have paid criminal amounts of money not to go. And I would tell every friend of mine to never even think about it. Because of this trip, a good argument could be made that I have a case of post-traumatic stress syndrome, treatable only with good whiskey - for now.

I went with two friends, Andre Lacy, Don Palmer and Ann, of course. The bonds formed as a result of surviving the ride can almost be described like that of combatants having survived a battle. Here is why. Don Palmer, Ann and I are motorcycle cruisers. We are not MotoGP kind of riders. Andre was hard core. His 73 years belied a man of steel and guts. His ability to handle a BMW sport bike was impressive, especially when he encountered a 13 percent grade on a 180-degree switchback. He took a fall, did two perfect rolls, shook it off, picked his bike up and went on like nothing happened. I see why businesses did so well with him at the helm. The state of Indiana was lucky to have him as a citizen.

Ann and I have ridden nearly every major mountain range in the U.S., and we love it and the safety attention usually afforded roads in our country. But that experience did not come close to preparing us for the Pyrenees Mountain pass from hell - Col d'Aubisque. The motorcycle rental company only rented BMW's - great motorcycles, but I had never ridden one. My friends know me as a Harley guy and that is the bike that I know well. Big mistake, huge, to take an unfamiliar bike to that pass, but I am an old farm boy with a "how hard can it be attitude." I found out.

Here is what happened. In taking the roads up to the pass from hell, we encountered narrow roads - no big deal. That is, until you take away guardrails, leave the roads at about a 13 percent grade, and throw in a menagerie of farm animals, all loose and roaming around looking for hand-outs like an NYC panhandler. Then there were the French tourists driving mini campers, seemingly always looking the wrong way, and driving on your FIVE FEET of road. Not sure if the middle finger was a universal sign before I rode there, but I am pretty sure it is now. Cows with bells, sheep with bells, goats with bells, and did I mention bulls with horns? And of course, throw in a horse with a cowbell (I felt sorry for the horse - looked embarrassed). In this open barnyard I learned all about the coefficients of friction of manure, which was everywhere. Crudely put, cow shit is slicker than goat shit, which is slicker than sheep shit and horse shit is slicker than all of them. Am not sure about the bull shit. This is very important information to know with a two-wheeler on steep roads.

A smarter man would have turned around at Col du Tourmalet - the famous point of the Tour de France - and gone back home to Indiana. Forrest Gump was right; stupid is as stupid does. While there among the animals, I looked over towards the pass from hell and said to my companions, "surely that was not the road." It was chiseled into the side of the mountain and was maybe 16 feet wide in some places. And it was at least 2000 feet straight down - a sheer cliff. (Remember, no guardrails!) When passing the point of no return I was thinking that my new riding gear with state of the art body armor was not going to be much help with a 2000 foot drop. And what a bad time to discover that you are a closet height-fearer. Nothing scared me more than when Ann leaned over and whispered in my ear, "whatever you do, don't look down." My stomach knew she meant it, so I didn't, even when we got to a safe point. My peripheral vision wanted me to look. I refused the bait. I was going up a steep grade in first gear while wishing I had an even lower one and facing a 180 degree switch back on a blind turn (remember the French tourists in the mini campers looking in all the wrong directions and usually driving on my part of the road). The view of just sky ahead and not knowing if the road continued straight or hung a left out of sight was paralyzing, or was it a 13 percent grade, or a 180 degree switchback on a blind curve? And by the way, when does a BMW 1200 stall out with the mother of my children on back? I had never ridden so much in first or second gear in my life. (Ann, I promise to never-ever threaten to fatten you up and sell you ever again.)

Here is how I put this ride up through the pass from hell in perspective - in hindsight, of course. Most states have a building that is 600 feet high. Pretend some idiot builds a ramp at a conservative 6-7 percent grade three times higher than that. Next, he builds a wall on one side and makes the ramp 16 feet wide. Then, he leaves the other side wide open - not even a dandelion on the edge between you and the hereinafter. Then, he spreads a smattering of sheep, goats, cattle, and horses along the way, and don't forget the French guys in the minivans he has invited to start up from the opposite direction driving a lot on the "not their" side. Then that guy invites you to ride your Harley up the ramp to enjoy yourself and the view. What do you say?

Some of you may be thinking that this bike trip was a Darwin theory screening device to get rid of those who are not smart enough to deserve a place on this earth. In my defense, I had great traveling companions like Bill and Amy Corbett. He was a law school professor and former dean, and Amy was one of the heads of the FAA. We followed them through the tough parts. Their presence was greatly comforting and their disappearance either to the left or right, or over the crest was equally discomfoting. We met them for the first time on this trip, but I think we have bonded for life.

If someone ever tries to talk you into riding up through the pass from hell, call me and I will give you some of the best advice you will ever get. As for me, Ann, and Don, we are left with the best feeling ever - the one of being shot at and missed.

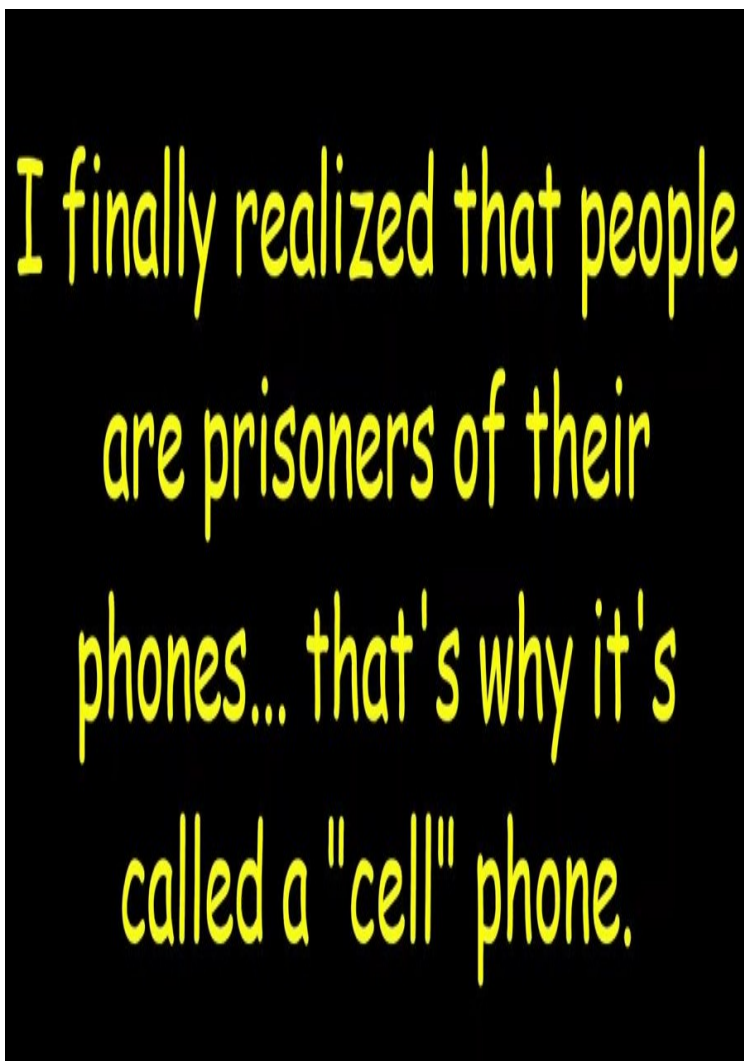
Ride Safe.

Rod Taylor

ABATE Legal Services

www.abatelegal.com

All questions from ABATE members are answered confidentially unless otherwise authorized and then only after the matter is concluded, except when authorization for publication anonymously or otherwise is given for pending matters. Call us at 1-(800)-25-RIDER. Questions? Submit them to: RodTaylor@abatelegal.com. © 2023.





Motorcycle Riders Foundation



You Gotta Fight for Your Right To Repair SUPPORT H.R. 906!



Do you enjoy working on your motorcycle? Do you want to guarantee access to the parts, tools and service information needed to modify, service and maintain your bike? If you answered yes to these questions, it's time to contact your member of the House of Representatives and ask them to cosponsor H.R. 906, the "Right to Equitable and Professional Auto Industry Repair Act" or the "REPAIR Act".

The REPAIR Act ensures that vehicle owners or repair shops are not denied access to the information, software or tools needed to work on vehicles. The proposed law also establishes rules regarding vehicle data access. This commonsense law will help preserve consumer choice and a fair marketplace.

As of July 1st, 32 members of the House of Representatives have signed on in support. That is twice as many as were on the bill before the Motorcycle Riders Foundation (MRF) held its Bikers Insider the Beltway event in May! The MRF is making a difference, let's keep up the pressure!

Congress returns to Washington D.C. Tuesday, after a two-week break. That makes it the perfect time to contact your lawmaker and tell them you support H.R. 906.



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Date October 2023

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Thank you for being an ABATE member. Please find enclosed a check for \$25 from ABATE of Ohio Foundation to reimburse you for half of the course fee. Should you decide to take an Experienced Rider's Course, the Foundation will reimburse half of that class also.

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ABATE OF OHIO, INC / ABATE OF OHIO FOUNDATION, INC



Motorcycle Riders Foundation



Come Together... Right Now



HARRISBURG, PENN. - Hundreds of bikers from throughout the nation met on September 22 and 23 for the 39th Annual Meeting of the Minds conference, sponsored by the Motorcycle Riders Foundation (MRF). This annual event allows motorcyclists' rights advocates the chance to share the legislative accomplishments from their states, shape the MRF's federal legislative agenda for the coming year and learn from leaders in the movement, about how to be effective voices for motorcyclists.

One key theme from the weekend was working together across different organizations and industries to achieve common goals. It was powerful to have not just MRF members in attendance, but leaders from a myriad of other groups; National Council of Clubs, National Coalition of Motorcyclists, American Motorcyclist Association, National Council of Independent Riders, Specialty Equipment Market Association, Independent Motorcycle Aftermarket Council, and other freedom fighters who understand the challenges motorcyclists are facing, all made the trip to Harrisburg.

Integrating the Pennsylvania State Motto -- "Virtue, Liberty, & Independence" with the heart of the Motorcycle Riders Foundation's primary mission -- "the pursuit of promoting, protecting, and preserving the future of motorcycling and motorcyclists' rights," there was no better place to discuss the threat to our freedoms, than Pennsylvania. A state that gave birth to the United States of America almost 250 years ago.

Thank you to A.B.A.T.E. of Pennsylvania for hosting this important event!

A major thank you to Fred Harrell, MRF Director of Conferences & Events, for putting on another fantastic program. Let's keep fighting! If we don't do it, who will?
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Admission: \$8 per person (12 and under free)

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Saturday Vendor setup: 9 am - 5 pm

MORE INFORMATION: 260-301-6340

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November 26, 2023

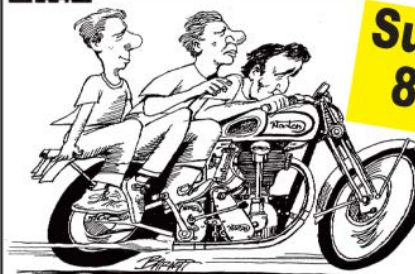
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What's Happening

NOTE: All dates are subject to be changed/postponed/cancelled. Please reach out to the organization regarding their event.

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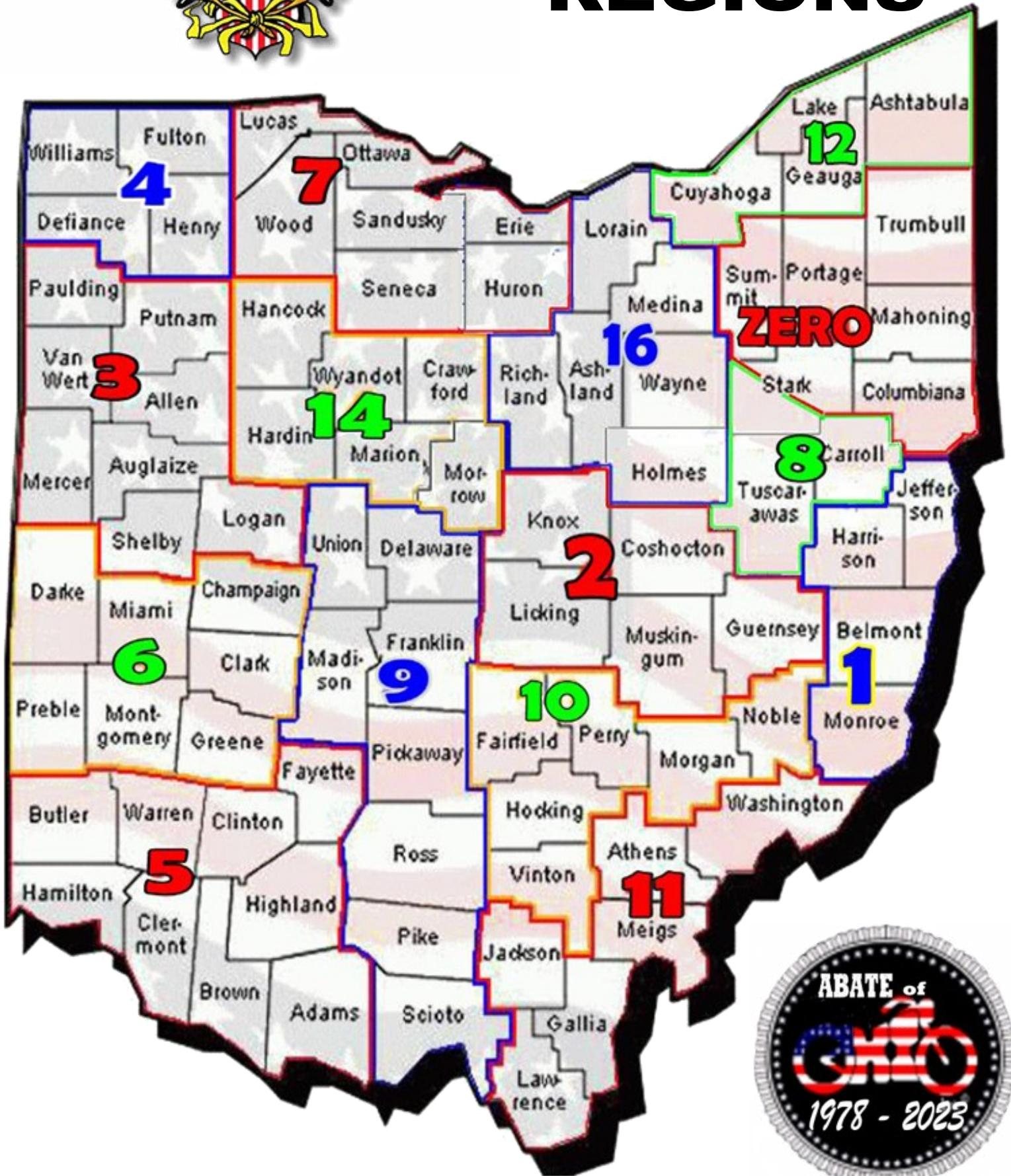
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ABATE REGIONS





Randy Kibler... Director 330.428.2083
Keith Roller... Deputy Director
Lion Man ... Legislative Director 330.718.3066
TA Brown ... Road Captain 330.727.8286
Barb Tittle ... Treasurer 330.677.1845
Donna Sam ... Membership 330.540.6210

Randy Kibler... Director 330.428.2083
Happy fall,

We have much going on in Region Zero. October 14th is our 23rd annual Zip It Up run which is always a blast regardless of the weather. If you are the type that only rides in nice weather, so be it, but come in your car to enjoy an Oktoberfest style dinner and try your luck with the auction baskets. On October 22nd we will be attending the Akron motorcycle swap meet so we can harass people with our message. I will also be selling parts, so come out for early beers, information, and/or parts.

While the riding season may be closing up for most, now is a great time to come to a meeting and get informed. Every moment we have can be a moment to be a missionary and spread the word for Bikers and allies alike. Or you can do nothing. Have fun all and take care of one another. Thank you.

Lion Man ... Legislative Director
330.718.3066

Well, it is the beginning of October as I write this, and the weather is already beginning to change. Leaves are falling and rain is sporadic. Don't ever forget how slippery leaves can be under two wheels and especially damp or wet leaves. Ride carefully!

Legislatively, as usual, the wheels turn slowly. The 135th Ohio's General Assembly is still out on break. They will reconvene at the beginning of November. I have been making contact with local politicians at both the house and senate levels to promote the legislation we would like to get introduced.

I am more committed to fight for the introduction of the Right of Way bill than I have, actually, probably ever have been!!! (And 20 years ago, many of the current state and regional officers including me, fought this fight unsuccessfully,)

I have a longtime brother who is in the hospital for "health issues", (he is finally getting better). I was up visiting with Michelle, and several members of a motorcycle club came onto the floor. I talked to them, and much to my shame they were there to see one of the victims of the Teddy Foltz Run incident. I had thought that Paul had been released. I stopped in and talked to Paul, then went and visited my friend. Before leaving, Michelle and I both went in to see Paul again. You all know about the crashes that occurred almost 3 months ago and the results. This family, and families of the other victims in this incident are still suffering, still unknowing of what their day to day life will bring, let alone the long term life that they are facing!!!

I am sure this lady and her family have had a difficult time realizing what her actions have done, but this will pass rather quickly, and they will move on! We need to raise the awareness of drivers to be more aware of other vulnerable road users.

I recently read that drivers are taught and learn to look for other vehicles but become oblivious to the presence of motorcyclists, bicyclists, and foot propelled road users. How do we make people become more aware??? We need to change the law, to make an attempt, to make people more aware!

I have talked to clubs, in the many different categories of clubs, I have reached out to bicycle clubs, and sponsors of marathons and all have expressed an interest in supporting this legislation, as I laid it out to them.

But a couple of people cannot make this happen! Several people cannot make this happen! When we get a bill introduced, it will be up to every officer, every member, every family member of a member, and every associate of a member to get the word out and flood the offices of every member of congress, that this is the right, the compassionate, and most appropriate bill for them to stand behind.

Prepare yourselves to make a stand!!!!
MOTORCYCLISTS RIGHTS MATTER!!!

Lion Man

TA Brown ...Road Captain 330.727.8286

Welcome to the Fall Color riding season! I always look forward to those nice days to get out on the Iron Horse and enjoy the colors. I have just returned from touring Northern Kentucky hills and backroads and the colors were just starting to appear.

With fall riding in mind, allow me to offer a few riding safety tips as a reminder. Besides the usual cage driver inattention dangers, remember that those pretty colored leaves fall off the trees and onto the roadway. They can cause a loss of traction in a curve or coming to a stop. Also this time of year brings heavy dew to the road surface with damp leaves so if you are traveling earlier in the day or early evening as the sun now sets much earlier, remember that this condition could also cause a loss of traction.

Next month I'll toss out some reminders and tips for the winter/wrenching season as most of our bikes will be getting parked for the winter break. I can feel the 'PMS' stirring already. Until then-

Ride Hard, Ride Safe. **TA**

Donna Sam ... Membership
330.540.6210

Several members are coming up on life-time memberships, VERY EXCITING. If you think you're almost there, contact me and we'll check it out together. *Thank you for being a dues paying member!*

November meeting
Saturday November 18th
@ the VFW in Newton Falls 1 pm

Dec 16 Christmas Party @ Yellow Dog
and election of officers for 2024



Hey Region 8,

Just want to remind everybody that our November meeting will be at Limby's in Dover on the 5th at 1pm and our December meeting will be at the Carroll County Vet's Club in Carrollton at 1pm also.

Also, our Christmas party is December 16th at Ricardo's in New Philadelphia.

For the last few years I've been telling everyone that if something opens up at the state level that I feel I can handle that I would not run for Director here in the great Region 8, well that time has come. I have accepted the nomination for Chairman of the board for the ABATE of Ohio, Foundation and will step aside as the Region 8 Director. We have 2 awesome members that have accepted the nomination as Director of this region, we will still accept nominations at the November meeting and electing the new region board for 2024 at our December meeting. This is your time to choose the future of Region 8 and ABATE of Ohio, Inc.

See you soon, Thank you, Tim



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LOOK TWICE SAVE A LIFE



The MRF's primary goals include:

- Monitoring and influencing federal legislation for any impact on the motorcycling community at large
- Representing street motorcyclists by participating in federal research and advisory committees
- Protecting street motorcyclists from unfair or burden some federal agency restrictions and regulations
- Ending discrimination against street motorcyclists
- Providing all street motorcyclists with direction and information to protect their motorcycling rights
- Promoting motorcycling safety, training, education, licensing and public awareness on American roads



WHO WE ARE

The Motorcycle Riders Foundation is the Nation's premiere motorcyclists' rights organization that is chiefly concerned with issues at the national and international levels that impact the freedom and safety of American street motorcyclists. We are also committed to educating rights advocates to improve effectiveness at the state and local levels. The MRF works together with street motorcyclists, State Motorcyclists' Rights Organizations (SMROs), the motorcycle industry, the media and other organizations, assisting them with state and local agendas as well as working with them to influence action and policy in Washington, DC - from the Congress to government departments and agencies to the Office of the President of the United States. We also work with allies in Canada, Europe and Asia to influence talks on vehicle globalization and harmonization that are proceeding under the United Nations and the World Health Organization.

JOIN THE MRF TODAY!

OUR RIGHTS AND FREEDOMS FEDERALLY DEPEND ON IT!

MRF.ORG

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|---------------------------|--------|---------|---------------------------------------|----------|--------|---|
| | | | 1 | 2 | 3 | 4 |
| HAPPY THANKSGIVING | | | | | | |
| 5 | 6 | 7 | 8 | 9 | 10 | 11 |
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| 12 | 13 | 14 | 15 | 16 | 17 | 18 |
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