

# ABATE OHIO



AMERICAN BIKERS AIMED TOWARDS EDUCATION

**MARCH**  
NEWSLETTER  
2025

# OutSpokin'

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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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## MAILING ADDRESS

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## HOTLINE

Call the **HOTLINE** anytime for any info or to contact any officer

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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.*

# CHAIRMAN OF THE BOARD

## Kolman Fuzy



Hello all ABATE of Ohio members,

Since I have written an introductory message which is posted on [www.ABATE.com](http://www.ABATE.com), I will dispense with further introductions of myself and get right into it.

January 31st thru February 1st, Abate of Ohio had its state seminar at the Embassy Suites in Dublin OH. The event was well attended, ( although I am greedy and could always use more bodies), with approximately 85 or so there. Thank you to all who took the time out of your busy lives to come.

It shows that as they say in Michigan you give a s\*\*t. A special shout out to my brother Jinx for coming down from that state up north. Thanks bro the festivities went very smoothly, a few minor microphone glitches notwithstanding. The presenters were very entertaining, and gave us pertinent information which hopefully will filter back to the regions and counties. I would like to thank everyone who had a hand in making the seminar a success. I will not try to name names, and I will undoubtedly forget someone so a blank thank you to all. However special kudos go out to Kay Stack for her efforts way above and beyond, Ed Schetter, and especially TJ Johnson for his help with the audio and visuals. Congratulations are in order to the Martin Meister award winner, Kathy Moreland, and the lifetime achievement recipient Bertie Morrissey. Both awards well deserved. Thank you both for all you have done and will continue to do going forward.

As far as my assuming the Chairman of the board position, obviously there's a steep learning curve ahead. I'm looking forward to the challenge and to working with the present board of directors and the general membership to move us forward to face many issues that have an affect on motorcycling, both in the present and in the future. Please educate yourselves as much as you can on these topics. Go to [www.ABATE.com](http://www.ABATE.com), [www.mrf.org](http://www.mrf.org) and [www.ama-cycle.org](http://www.ama-cycle.org) to get info on all the issues and how you can take action.

And finally, I plan on getting around to the regional meetings, so looking forward to seeing you all out there.

*Kolman Fuzy*

# EXECUTIVE DIRECTOR

Ed Schetter



Here it is, the weekend of the Daytona 500 and Daytona bike week starts at the end of the month. (I'm writing this in February so it makes the March magazine.) This is also the weekend we used to set up at the Easyriders Bike Show in Columbus.

I got to thinking about the many years that booth had been set up and the many memories there. Two came to mind right away. I'll try to stick to just two and not go full Bummer story on you. First, I miss a good Bummer story. Second, if you don't know about Bummer, sit down with your drink of choice and a long time ABATE of Ohio member and ask about Bummer. It will be worth your time.

First a little something happened in the pizza line. I was in line for a piece of pizza and was wearing my T-shirt from ABATE of Michigan's State Seminar. It reads "YOU RIDE FREE BECAUSE OF ME" very clearly on the back. This was before we started using the phrase (not that we have ever borrowed someone's idea and adapted it for our use.)

The man in line behind me after a few minutes asked me "What's that supposed to mean?" I turned around and asked if he was referring to me. He said that he just wanted to know what my t-shirt meant. I asked him if he was familiar with ABATE of Ohio and he replied "no"

Well, I gave him my best pizza line education on ABATE of Ohio and a history lesson of what we've done since 1978. By the end all he could say was "Thank You." I gave him directions to the booth and told him we could use his help. Whether or not he joined I have no idea.

Second was when I joined ABATE of Ohio, Inc. Right after I bought my first new Harley, an older friend and I were going to Columbus for the Bike Show. I was told that I was going to join ABATE and the AMA. I was told that if I valued being a biker, it was time for me to step up and defend my rights. It wasn't a suggestion or question. It was a statement. I joined and am very proud of the things I have seen ABATE do over the years.

As the number of motorcyclists continues to grow in the state of Ohio and many of these riders aren't coming from families or groups that know the history of being a biker in Ohio. I was just reminded how much we need to educate today's rider of who ABATE of Ohio and why we are here.



Over the last couple of years, we have had some big victories and are positioned to have even more. It should be easy to show the value of membership and bring our membership numbers up where they should be. We will be turning the big "50" in a few years and let's get our member numbers back where they need to be.

Thank you to everyone I saw at seminar.

Ed Schetter  
Executive Director ABATE of Ohio Inc.



# ABATE of OHIO

## Region 16

Ashland, Holmes, Lorain, Medina, Richland, Wayne

# Out of Hibernation Run

## APRIL 26th

ABATE Region 16 is hosting its annual Out of Hibernation Run on April 26th, 2025  
Starting at: American Legion in Holmesville (9150 State Route 83). Registration will start at  
11:00AM. First Bikes will be departing shortly after.

Registration Fee:  
\$15 per person  
\$25 per couple



For More information Contact:

—> Cowboy at 330-201-1330

—> Kevin Ketcham @ 330-520-1080

All vehicles are welcome.

ABATE of Ohio Inc.

(American Bikers Aimed Towards Education)

is a non-profit organization dedicated to preserving the rights, improving the image, and promoting safe operating procedures of Ohio Motorcycles.

You are invited to attend the monthly meeting for Region 16 which occurs on the second Sunday of every month at 12 noon at the Wooster Muddy's.



ABATE of Ohio, Inc. events are subject to a thirty percent administration fee.

# FREEDOM RALLY #29

**ABATE of OHIO, INC.**



**Region 8**



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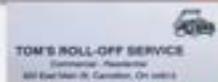
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**FRIDAY 5:00 PM ELECTRIC MUD/ 10:00 PM SUICIDE BLONDE**

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ABATE of Ohio Foundation

**VETERANS VIGIL 8:15 PM FRIDAY NIGHT**

**SATURDAY**

**FREEDOM RUN 9:00 AM**

**BIKE RODEO 1:00 PM**

**BIKE SHOW 4:00 PM**

**TATTOO CONTEST 8:00 PM**

## PUBLIC WELCOME !!!!

*NO PETS/ NO FIREWORKS/ NO FIREARMS/ NO BOTTLES/ NO HASSLES/ NO ATTITUDES*  
*ANY MRO MEMBER CAN PRE-REGISTER FOR \$20.00 WEEKEND PASS UNTIL JUNE 14, 2025*  
*18 & OVER PHOTO ID REQUIRED-NO EXCEPTIONS/ WE RESERVE THE RIGHT TO REFUSE ADMISSION TO ANYONE*

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CONTACT: [freedomrallyregion8@gmail.com](mailto:freedomrallyregion8@gmail.com)

Pre-Registration Passes & RV Reservations/ Tim 330-243-4273/ Vendors/ Kelly 330-327-3513

Golf Cart Reservations Contact Darren Tucker 330-417-7480

ABATE of Ohio Inc. is a "Not for Profit" Organization [abato.com](http://abato.com)

All Donations are NOT TAX Deductible

ABATE of Ohio Inc. Events are subject to a 30% Administration Fee



# region ZERO

**G**reetings  
Brothers and  
Sisters of Re-  
gion Zero to  
February

2025. That damn Phil saw his shadow, so it is another 6 weeks of winter. GRRRRR. I'm hoping he was off on his prediction, waaaay off. LOL

Recently I attended the Abate of Ohio state seminar along with several of our Region Zero officers and members. Our region was well received as our membership officer Donna Sam was introduced as the new editor of the monthly e-magazine **OutSpokin'** on the Abate of Ohio website. She will do a fantastic job with it and make sure you read it monthly to keep up with all that is happening in the motorcycle community. Also during the seminar it was my honor and privilege to present our new Region Zero secretary Mary Kay Johnson with the Golden Eagle award. The award is presented to a region member for their outstanding dedication to the Region and its members. Mary Kay has always been a steadfast supporter of the Region, holding many offices and committee chairs. She truly is deserving of the award. Thank you for all your dedication and work for the Region. You truly deserve the honors and award.

Also while I am bragging on our outstanding members of Region Zero, our very own Bertie Morrissey was awarded the Lifetime Achievement Award from Abate of Ohio. What a well-deserved recipient and the presentation was that much better as her brother T J Johnson presented the award. It surely was a special moment.

Until then, C YA T A

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you covered *every mile.*



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# Watch for Motorcycles!



# Editor's **NOTE**

Well, here I am again! And here YOU are again, reading about “what's up”. Speaking of that... we'd like to know what's up with you? What would you like to see here, what pics would you like to send me from your events? What stories would you like to read and what would YOU like to submit? How about YOUR motorcycle on the cover? (That would be pretty cool, huh?) You're welcome to send things whenever, don't worry about a “deadline”. Whatever events you have coming up, if you have a flyer, get it to me. As I've been told, this is OUR magazine.

*Donna Sam*

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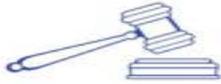
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# SAFETY EDUCATION

Hello from the Safety & Ed Director Desk,

Congratulations to Kolman Fuzy for becoming our Chairman of the Board. I want to thank everyone who voted and especially those who had confidence in my abilities. I am sure Kolman will do what is best for Abate.

So was the Seminar great or what!!!! If you were not there you really missed a great one. We had great presenters throughout the day, and they gave us a lot to think about. I hope that those who did attend soaked up all that knowledge to take back to your Region's and let them know what you learned.

Firstly, I want to thank Prof John Bolte from OSU for his AWESOME presentation. He had everyone on the edge of their seats and every person that I spoke to after that said they could have listened to him for hours. John runs the Biomechanics lab at OSU and he along with his lovely wife and others work very hard on human safety. He spoke on using "dummies" and cadavers to test running a motorcycle into a stationary car. These tests will hopefully lead to safer restraints in autos as well as safety gear for motorcycles/motorcyclists. I am so glad I met him at the Safety Summit, chatted through email then got to visit with him again at the Stakeholders meeting about talking at our Seminar. A new friend was made.

Secondly, I want to thank the OSHP for their presentation on OVI issues across the state.



# SAFETY EDUCATION

Trooper Weppeler and Sgt Perez, thank you for your time! Don't drink and ride! Gary Sellers, what can I say but thank you. Thank you for doing all you have done and continue to do for motorcyclists here in Ohio. I am so happy I got to finally meet you in person and shake your hand.

Michele Piko with Motorcycle Ohio gave a great presentation as always on the state of training here in Ohio. We did a great job training over 12300 students in 2024. They work with a small budget and some of that money comes from every motorcycle tag renewal (\$6). It has been \$6 dollars for a very long time, and it is time to get that raised. Ed will be working on that this year.

I am pushing early this year to get the 150 signatures so that I can move forward with getting our Abate Logo available on a license plate.

To all my Regions I was serious about every Region reaching out to the Safe Communities in your counties. They are a great resource that we can work together with! Get our name out there people!!!! Get with me and I can email you the list I have.

The first formal Motorcycle Working Group was held on January 30<sup>th</sup> at the Ohio Department of Public Safety. It was a roundtable of very important people across the state to work on the Motorcycle portion of the Strategic Highway Safety Plan for Ohio. This is done once every 5 years and this is that year. We collaborated together and a lot of working information was gleaned from our 2 hours. Our next meeting will be my May 20<sup>th</sup> after the conclusion of the Ohio Safety Summit at OSU. I attended last year and will again this year. It was very informative in 2024 and I know it will be again this year.

I will tell you more about the SHSP next month.

In conclusion I handed out 2 awards at our Seminar. The first one being the "Riding Partner of the Year" that went to the AMA for working with Abate in 2024. They had us and the MRF out to both bike nights and both booths at AMA Vintage Days. Thank you to Bob Davis, Makenzi Martin and all the staff of the AMA for being such a GREAT PARTNER!!!

The second award went to OTSO (Ohio Traffic Safety Office) for them initiating the first of many Safety Summits at OSU. We all need partners and the more partners we have the easier the work! NETWORK NETWORK NETWORK!!!!!!!!!!!!

Sherry Hill, Safety & Ed Director

# THE LEGEND OF OLD EPHRAIM

Article by Elizabeth Roller, Region Zero



**A**while back my husband and I were riding our Harleys out west in Utah and learned about a bear, his name was Old Ephraim and he was an extremely large grizzly bear that roamed the mountains of northern Utah in the early 20th century. He was known for his enormous size, with some reports claiming he stood over 10 feet tall on his hind legs. The bear was notorious for at-

tacking sheep and other livestock, causing significant damage to the local ranchers. He clearly wasn't known for the good that he did in human terms, but he was living his best life as a bear. And he was damn good at it too.

Efforts to capture or kill Old Ephraim were undertaken by local residents and the government, but the bear proved to be elusive and cunning. It was said that he had a keen sense of smell and could detect traps from a distance.

In 1923, a group of hunters tracked Old Ephraim to his den in the Bear River Mountains. They killed the bear with a barrage of bullets.

The remains of Old Ephraim were buried in the mountains, in an undisclosed location. However, his head and paws were preserved and are on display in a museum in Logan, Utah.

As we attempt to live our best lives as bikers, we are currently the hunted. Being elusive and cunning like Old Ephraim isn't going to win the day. We are slowly being shot at with a barrage of state and federal legislation. Currently in the news, Oregon is taking a new approach to limit the Combustion Engine. Recently a major trucking manufacturer has declared they will not be selling their trucks in Oregon due to the state's new green policies.

The Motorcycle Riders Foundation know as the MRF, is watching this closely along with all legislation across the country and worldwide. The MRF also works proactively creating alliances and proposing legislation to protect our way of life.

Motorcycle museums litter this country. Locally the Packard Museum has a permanent exhibit in Warren. Old Ephraim was never going to live forever and neither are we, but we can preserve our way of life. I want to ride my motorcycle not visit it at the local combustion engine exhibit at the county fair. We need to exercise our rights to be counted and fight.

Fortunately, it is really easy to be counted.

The MRF, the AMA, and ABATE of Ohio are all fighting for our rights. Joining these organizations guarantees your voice will be heard in Washington and at the state level. These organizations also provide opportunity to join their events and rally in person.

*Elizabeth Roller*

## UPCOMING EVENTS

**MAY...MRF** — 16th BIKERS INSIDE THE BELTWAY — will lobby congress Mon & Tues May 19&20 2025

**MAY...OHIO AWARENESS RIDE** to the state capital — a day when bikers swarm the state capital this event is usually the First Saturday of May which is Saturday May 3rd



Motorcycle  
Riders  
Foundation



16TH ANNUAL  
MICHAEL "BOZ" KERR

# Bikers Inside the Beltway

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ABOUT THE MRF

# MOTORCYCLE EXTRACTION

One day when messing around in the garage and working on a project, Jonesie, Paul and myself were telling stories as we usually do. We were sharing mostly motorcycle, sea and war stories, but Paul stole the stage and rightly so when he told us to saddle up for a doozie.

## **This story is a true account.**

February 1991  
Operation Desert Storm  
Iraq

Early in the morning around 0400 after doing multiple false insertions in order to throw off the enemy as to their true position and flying low enough to keep the anti-aircraft guns off of them, Sgt. Drodouski and his team of five other Rangers rushed out of a CH-47 Chinook helicopter and onto the flat barren desert floor deep into enemy territory. The mission: Patrol on foot, locate any and all enemy activity and facilities. Identify to coalition forces. Duration of mission: unknown.

Under the cover of darkness the Rangers hit the ground and immediately used their entrenching tools to dig a hole large enough to fit six men and all of their equipment. For the fortunate who do not know, the Iraqi desert is a hard packed rocky soil. It's no easy task to dig a hole. Let alone one to fit six Rangers up to their necks and the amount of equipment and provisions they had for this mission of an unknown timeline.

From eyesight, you couldn't see anything in any direction from that hole. Every morning the patrol would set an azimuth and beat feet in search of enemy activity or infrastructure. Some days after patrolling all day under the hot Iraqi sun, nothing would be seen. Nevertheless the mission goes on day after day.

When the Rangers were back at their hole, they called home they would take turns cleaning and inspecting each other's feet and weapons. In the flat open desert, sand storms also know as "Haboobs" were prevalent which would saturate the Soldier's gear, weapons and body. The sand would find it's way into the most delicate parts of their weapons and bodies, but with true grit and determination these men pushed through.

On one particular day while on patrol, Sgt. Drodouski could see in the great distance, what looked like enemy troops, vehicles, and equipment. The Rangers were not as easy to spot as there were only six of them and they were dispersed about the desert landscape. These well-trained, heavily armed Rangers were no fools and in that moment muscle memory kicked in as they hit the deck exploiting any micro-terrain they could find for concealment all the while hoping they weren't already compromised.

Being compromised and captured was a conversation these brave men have rehearsed plenty in their minds and knew in their hearts that it wasn't an option. While laying prone on the Earth in a land so far from home, Sgt. Drodouski gets a better look and realizes that they are looking at a company to battalion sized element.

Knowing their odds against a force of such magnitude were no match, Sgt Drodouski breaks radio silence to report the activity, simultaneously producing his laser identifier to mark targets. Every minute their lying felt like an hour. The patrol had to maintain their position while Sgt. Drodouski kept his lazer identifier fixed onto the target because calculated coordinates could not be guaranteed, and any miscalculations would be detrimental.

After some moments have passed, fast mover jets fly past the patrol and towards the target for identification... and then drop a payload of ordnance onto it. While the patrol didn't stick around to review and recon the aftermath, they used the chaos as an opportunity to aid in their concealment and patrol cautiously back to their hide.

While back at the hole the next day the Rangers get a message over they're radio to stand by for exfiltration and nothing else. The word is passed to all members and they prepared themselves and their equipment for departure. Thirty minutes go by when they see and hear an aircraft flying their way. They were not naive and foolish enough to assume it to be friendly forces and that assumption quickly became fear when a Cobra gunship comes into view and towards them setting up for a gun run on their position. One of the younger members of the team starts ripping at his rucksack and to Sgt. Drodouski's amazement produces a three foot by five foot American flag that wasn't supposed to be in his pack once noticed during pre-mission planning but nevertheless at this moment that didn't matter while two members held the Stars and Stripes as wide and tall as they could in hopes that they had enough time for the pilot to see.

Whether the pilot saw the flag or knew the Soldiers were there was irrelevant. The pilot banked the gunship (then in one of the coolest moments that can happen in one's life), gave the Rangers a big thumbs up which was greatly appreciated considering what could have happened. Shortly after the Cobra gunship incident a CH-47 Chinook helicopter landed in the distance about 150 meters away. The team then watched the ramp drop on the chopper and oddly enough six men wearing green camouflage on rattle can green dirt bikes come racing toward them. While the bikes were en route to the Ranger's position the Chinook helicopter closed its ramp and lifted off. Once the modified dirt bikes made it to the Soldier's hole they were instructed to hop on as best as possible with all of their gear and prepare for departure.



Cruising through the open desert at a moderate rate of speed the Rangers were mentally preparing for the upcoming debrief that would surely be happening when they arrive to base. When the team made it back to base and before they had a chance for debriefing they quickly replenished their equipment, cleaned weapons, and prepared for the next mission.

This is a true account and not only because of this mission, but multiple others during Operation Desert Storm, Sgt. Drodouski received the Bronze Star.





**Kat Moreland** from Region 8, recipient of the Martin Meister Award.

**Bertie Morrissey** from Region Zero, accepting the lifetime achievement award.  
**Region Zero's Lion Man..** need we say more?

**Rod Taylor..** our very own legal team...



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# LEGISLATIVE NEWS



Well as I write this, we are gearing up for another year of legislative issues to support and protect our motorcycling rights. We live in a free country, but it is necessary to remember that different people have different beliefs as to what is free. Sometimes, there can be several different ideas of what is free. As of 2024 the guesstimated population of the United States is 340,110,998. Way too many to ask everyone what they want to feel free. So, we created a democracy and elected people to speak for us. With this form of government, the majority rules.

But that does not mean that the individual people in the minority do not have an avenue to be heard. And make no doubts that motorcyclists, as a group, are a minority. So, like-minded people form groups and again, elect leaders to get the groups message through to countries elected leaders. This is how the grass roots effort works. But the smaller the group, the louder we must speak. The proverbial adage that the squeaky wheel gets the grease has proven itself true many times. Most of you know that this is true. You have seen examples of it.

The last couple of years your elected ABATE of Ohio leaders have grown a louder voice. We have gotten the attention of many of Ohio's leaders. We can supply them with our information, but it will be up to you, every one of you reading this, to let them know that you are behind our statements to them. And it is up to you to get non-members who think like we do to speak up also. We need to become the squeakiest wheel the politicians are dealing with. But you need the information as to what to do. Come to meetings, read your newsletters, read the outspoken, follow the website, do anything you can to stay informed, and when called on write letters, make phone calls, do whatever needs to be done to become the squeakiest wheel.

The issues we are working on this year will be reintroducing the Right Of Way (ROW) bill and then passed! We will be working to get an anti-profiling bill introduced and then passed. We are working on getting motorcycles fair treatment on the Ohio Turnpike.

Government agencies work and breathe on statistics. One of the most important things we can do about that is to get a fair and adequate meaning of what a motorcycle is. We are working on that.

I want to get the motorcycle handlebar height limit removed because the current law is too subjective which law enforcement can use to stop and harass motorcyclists.

We will be looking into lane splitting and lane filtering to introduce in Ohio, as many states have done due to the high rates of traffic jams on our roads today.

We are always looking at issues that unfairly harm, discriminate or will eliminate motorcycling as we know it.

If you have questions, comments, suggestions or just want more information, contact me or any of your local elected officials and we will get answers for you.

**Freedom is not free! We must fight for it and then fight to keep it!  
Let's get to work my fellow Freedom Fighters.**

*Lion Man*



## Hello MRF Members & Future Members!

Jay Jackson presented our 2025 Legislative Agenda at our Seminar:

### **2025 HIGH PRIORITY OBJECTIVES**

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

- Endorse rulemaking to set new standards specific to seeing, detecting, and properly reacting to motorcycles.
- Ensure motorcycles are part of all testing and development procedures.
- Promote that any AV public user advisory committees should include a representative from the motorcycle community and a motorcycle manufacturer.
- 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.
- 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.
- 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.
- 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.
- Inclusion of motorcyclists' perspectives in discussions regarding the Intelligent Transportation System (ITS).
- Work to ensure motorcycles are a separate classification of vehicle and road user for purposes of regulation and testing of AVs.
- Protect the set aside radio spectrums necessary for DSRC vehicle to vehicle communications.
- Protect additional spectrum as needed for Vehicle to Everything technology (V2X).

**Crash Avoidance:** Continue to promote the theme of crash avoidance versus safer crashing urging the National Highway Traffic Safety Administration (NHTSA) and the U.S. Department of Transportation (DOT) to focus on crash prevention and support rider education by providing funding and other resources.



**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.

**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.

**Emission Regulations:**

- Engage the Environmental Protection Agency (EPA) & Congress on any activity related to motorcycle emission regulations including the RPM ACT or similar legislation.
- Work against any efforts by the California Air Resources Board (CARB) that endanger the future of motorcycling.

**Helmet Laws:** Oppose any mandatory federal helmet, apparel, or conspicuity requirements. Advocate for limiting funding of any federal government entity with increasing involvement in advocating for universal helmet law or similar initiatives.

**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.

**Profiling:** Sustain lobbying efforts for the passage of resolutions or legislation that promotes awareness and prohibition of motorcyclists profiling. Seek opportunities to include legislative 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 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



**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, blender pumps) 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 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. Right to Repair/Modify: Protect and advocate for "Right to Repair" provisions that allow consumers the ability to repair and modify their own products.
- Promote access to parts, tools, diagnostic equipment and other technology that allows the consumer or their chosen designee the ability to repair and modify motorcycles.
- Advocate for the availability of reproduction parts by third party vendors, ensuring consumer choice in the selection of products.
- Monitor California Air Resource Board policies on part approval process and transparency. Vulnerable Roadway User Terminology: Monitor and ensure that motorcycles and motorcyclists are a specific and unique category or classification. These are all the "High" priority items on the MRF's agenda. Next month I will detail the Medium priority objectives.

Please take the time to follow my MRF page on Facebook, I post all the latest news from the MRF as well as articles I think are pertinent to what is going on in the world today relating to all of us bikers.

I urge you to join the MRF, just call me, email me, text me and we will get you all set up. It is worth your time and money!! If you sign up online, please write my name in "referred by".

-

In closing, be safe & educated!!!

Till April.....

Sherry Hill, Ohio MRF Rep

330-415-6272

[shill.ohiomrf@gmail.com](mailto:shill.ohiomrf@gmail.com)



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# 40TH ANNUAL TOY RUN

**Sunday, September 28th, 2025**

Allen County Fair Grounds

Harding Highway, Lima, Ohio

Doors Open at 10:00am

Bikes Leave at 12:00pm - Noon

**\$15.00 per Person or**

**\$10.00 per Person  
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### MAY 8<sup>TH</sup> TO THE 10<sup>TH</sup>



**IP CASINO RESORT SPA**  
 850 BAYVIEW AVENUE, BILOXI, MS 39530

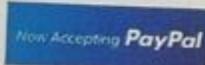
**ROOM RATES:**  
 \$79.99 per night (Thurs)  
 \$169.99 per night (Fri & Sat)

*\*Resort Fee of \$10.00/per room/per night not included*



## HOTEL RESERVATIONS: (888)-946-2847

**\*\*MUST BOOK YOUR ROOM BY APRIL 17<sup>TH</sup> TO LOCK IN THE ROOM RATE\*\***



**Pay Your Registration Online at [onabike.com](http://onabike.com)**

**PRE-REGISTRATION MUST BE RECEIVED BY May 2nd  
 OR PAY CASH AT THE CONVENTION**

Name		Phone	
Address		City	
Organization		State	Zip

\$120.00 Convention Registration (Includes Silver Spoke Award Banquet)

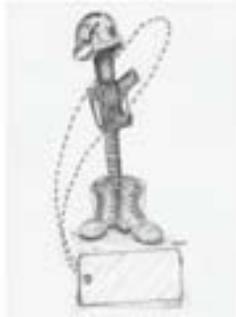
Please check main course preference:  Chicken  Beef  Vegetarian  
 If you do not select a preference, a beef entree will be provided for your dinner.

\$65.00 Registration ONLY (Silver Spoke Banquet not included)

Make checks payable and mail to: Richard M. Lester, 5850 Canoga Avenue, Suite 200, Woodland Hills, CA 91367-6515

28th  
Annual

Dedicated to Freedom of the Road



# Memorial Run May 24, 2025

Starting at:  
Tavern 101  
101 S. Main St.  
Ada, OH 45801

\$10 Donation  
Leaving at  
NOON

This day is to take a day and remember our brothers and sisters of the wind and let them know they may be down

Ending at M.A.H.R.A.  
Clubhouse  
Caledonia, OH 43314

## BUT NOT FORGOTTEN.....

For Info Call:  
Pete: 419-722-9941  
Ed: 419-937-4341



May is Motorcycle Awareness Month



A.B.A.T.E of Ohio, Inc. is a 501(c)4 "not for profit" Organization. All funds are not tax deductible



Working together to build stronger and more effective  
State Motorcyclists' Rights organizations!

# MEETING OF THE MINDS



Shreveport, Louisiana  
September 25-28, 2025

**FIRST TIME  
ATTENDEES**  
between ages 18-35  
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on event  
registration\*



## 41ST ANNUAL

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Room reservations, call 877-429-0711 (use group code MRF125C).  
Rooms are \$150/day, plus taxes & fees. (Cut-off date: Sept. 10, 2025)

**ENJOY  
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And so much more!



Pre-registration for conference through the MRF, PO Box 9090, Peoria, IL 61612  
Pre-registration (must be received by Sept. 10, 2025): \$100.00 (current member) / \$120.00 (non-member)  
Registration rate after Sept. 10, 2025: \$110.00 (current member) / \$130.00 (non-member)  
**Registration includes all workshops, workshop materials, and Saturday banquet.**  
Registration questions call the MRF at 202-546-0983, or email Fred Harrell at fred@mrf.org.

\*See registration form for details.

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**State Membership**  
**ANNUAL DUES INFORMATION**

ABATE of OHIO Membership Dues & Renewal Fees		
Membership Type	Donation	Duration
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**Join the cause & become a member today !**



## Ask Our Lawyer

by Rod Taylor - ABATE Legal Services

### **DID AMF SAVE HARLEY DAVIDSON AND WAS ROD TAYLOR THEIR TRIKE EXPERT ON AXLES?**

Long ago I had one of the best jobs ever. I was the rear end and axle expert for American Foundry and Machine (AMF) in Olney, Illinois. They even paid the tuition for part time summer classes that Illinois gave full credit. But when (AMF) bought Harley, I was so ashamed - a bowling ball company? (See photo at end of article for the whole truth.)

Never thought anyone could build a better engine than the shovel. And what was wrong with the Pan Head anyway? The Japanese taught us. Honda 90's, 160's, 305 dreams and the 450 commanded attention. Didn't like any of those. Jealous or just irrationally loyal?

With financial challenges Harley needed cash. Lots of cash. So AMF bought Harley just in time to enjoy one of the worst recessions in the economy. But not before it innovated the venerable Evolution engine spending over 2 million on that design and the FX Super Glide. I owned one and loved it. Forget about the snowmobiles, Italian motorcycles, the Baja, the Sprint etc. I forgot about the golf carts. Still stuck in all Harley loyalists was the fact that a badminton stuff and bowling ball manufacturer owned the company. Harley was losing money fast. Fortunately, just enough money that AMF agreed to sell the company back to the leadership of Harley - Vaughn Beals et al. That was 1981 and here came Harley with new models, a new engine and thousands of rusted out baby boomers wanting a good last ride.

I owned a 83 1/2 Wide Glide with the Evolution engine and the venerable 4 speed transmission. Best bike ever! In a fit of something I woke up in the middle of the night and with a razor blade scratched off the AMF logo on the tank of that Wide Glide. One of my many regrets. But the race was on. To get a Harley you had to wait your turn. Wonderful days for Harley. Still looking for a set of AMF grips. And I believe AMF saved Harley!

### **BILL C. CALLED - A DISTURBING CALL**

Bill C. is a long time ABATE member who took our riding course and supports us in all we do. He called about his motorcycle insurance policy that his agent just sold him. He has read this column as to getting as much UM/UIM - uninsured/underinsured coverage as you can get. My job as lawyer for ABATE members is to advise as to such things. His agent should be fired. Here is why.

Bill hails from Chicago and now lives in Warsaw as a retired but riding full time person. When he called, he called about his motorcycle policy and the adequacy of the coverage. He mentioned that he could not understand the multi-page document as it was complicated.

I told him to make this easy. Pull the Declarations Page and throw the rest of it away. That page is a summary sheet of coverages. It is all you need to know and besides no one is going to read the rest of the many paged document, not even the lawyers. We discovered he had been sold the highest limits but those highest limits applied only to the other guy. His agent advised him he only needed the state minimum for UM/UIM - \$25k for him.

Here is the way this would work. If he is on his motorcycle and runs into the guy in the F150 truck, he would have liability coverage up to 500k for the guy in the F150 (which has never been needed in my experience). Significantly he only has \$25k for him if the guy in the F150 truck runs over him and either has no insurance, or not enough to take care of his losses. (Helicopter rides to the hospital can cost over 50k and what about the other losses of pain, suffering, hospital bills, lost wages, loss of enjoyment of life etc?). He should fire his insurance agent, and get one who appreciates the needs of a motorcyclist!

## **CHRISTOPHER C. NEEDS TO WEAR A ST. CHRISTOPHER MEDAL FOR THE REST OF HIS DAYS**

Fourth of July is the best day of the year to ride Attica, Indiana, or so thought Christopher. After all, this is Jay Jackson country and he picked a good spot to live. And so thought Christopher - to ride. He and his riding partner chose U.S. 41, to ride north. Being from that part of the country, they know good riding. U.S.41 was built for bikers. A two lane road allowed clear riding in the Wabash Valley. Riding a V Star Yamaha 1100 is a joy on that road. Funny thing about that part of U.S. 41 - it was designed when traffic was intense. No longer, but still the same good road.

Christopher was point man and his wingman was perfectly staggered. All was good until it wasn't. As they say, speed doesn't kill, it is the sudden stop. Per the crash report, the adverse driver "advised she saw the motorcycle driving northbound and did not know why she turned into it". AFTER YOU HAVE SWALLOWED THAT- here is what really happened. Adverse driver drove into Christopher as she was making a left turn. The speed limit is 55 mph. At that speed, Christopher was traveling almost 81 feet per second (80.667 to be exact).

Let's talk about the sound of a V Star Yamaha 1100 coming apart at 55 mph. And what about Christopher - just suspended in the air and traveling around 55 mph? The engine case disintegrated from the g-forces - oil everywhere. Loose fenders and other parts are traveling with Christopher, and Christopher is traveling with John - but John is riding a motorcycle. Christopher is not. He is traveling sans motorcycle. Must have been a curious feeling for Christopher watching his wingman slowly pass him by as he was suspended in air but still going riding speed.

At some point Isaac Newton takes over and Christopher slows. He recalls doing a complete flip in the air, but now is following John. A landing is soon to follow - on his rear. Burning skin off the old fashion way, by fire hurts enough, but rubbing skin off by road is worse.

After the road-rashing is complete, Christopher lays there testing what still works, what moves, if any vehicles are coming, and looking at the debris of the V Star scattered like an Indy 500 crash. Never was a thought that the bike was not totaled - or him for that matter.

The emergency folks did their thing. The trip to the hospital seemed long. Wondering what would become of him? Could he work? What was busted? Legs? Hips? Rehab? How long? Would work still be there? Bills - how to pay?

Quick work with the diagnostic process. Result- nothing broken. How in the hell?

## **FREEDOM OF INFORMATION ACT - HOW TO**

Freedom of Information Act (FOIA) laws are laws ensuring public access to government records. The federal FOIA (and the various, similar, state laws) carry a presumption of disclosure; the burden is on the government, not the public, to substantiate why information may not be released. Upon written request, agencies of the government are required to disclose those records, unless they can be lawfully withheld from disclosure due to a number of specific exemptions in the FOIA. This right of access is ultimately enforceable in the appropriate court.

When requesting information, be mindful of the following:

1. Do your research – Determine whether or not the information you seek is readily available. Information requests can take a long period of time to receive and cost money.
2. Write clearly and be specific – Overly broad requests may not reveal the information you seek.
3. Target the appropriate agency – Make sure you are sending your request to the appropriate agency to avoid delay.

4. Establish a contact within the agency – Typically you will receive an acknowledgment letter or response letter with a case officer. If not, contact the agency to identify who is fulfilling your request. Your effort will help show your interest in a timely response.
5. Stay on top of things – Agencies are allotted specific time limits in which to respond to your request. However, the more extensive the request, the more time you should allow for a response.
6. Delays can be expected – While delays can be frustrating, they are par for the course. FOIA requests are usually not an agency priority, meaning delays are quite possible. Responses regarding National Security may take months, even years to fulfill due to resources and sensitivity.
7. Be reasonable and friendly – Establishing a good rapport with your case officer, while providing a well-written request, will only help your cause. Confirm all of your telephone contacts in writing. E-mail is best.

Having helped our members fulfill requests for information in the past, we decided it was time to give you the tools necessary to fulfill your own interests. Please find more information on FOIA requests on our Blog (Blogs and News) at [www.abatelegal.com](http://www.abatelegal.com).

**Ride Safe.**  
**Rod Taylor**

**ABATE Legal Services**



# **LOOK Twice! Save a Life!**

**ABATE of OHIO, INC.**



**Region 8**

# Dice Run



## **MAY 17, 2025**

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FOR  
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LIVE LOCAL  
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Proceeds to benefit :Toys for Tots, Christmas charities and A.B.A.T.E. of Ohio Inc.

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# STATE CHARTER GOAL

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



## SUPPORT YOUR MOTORCYCLE RIGHTS ORGANIZATIONS



# OHIO ABATE MEMBERS

# news

## MEMBERS PLEASE SUBMIT

Articles..Pictures..District Information  
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Add: (Name for Couple membership) \_\_\_\_\_

Address: \_\_\_\_\_ Phone: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Registered OHIO Voter?  YES  NO ENDORSED MOTORCYCLIST  YES  NO

Is This A New Membership?  YES  NO

Date of Birth \_\_\_/\_\_\_/\_\_\_ Motorcycle Ohio or Safety Course?  YES  NO

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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 burdensome 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**

The Motorcycle Riders Foundation  
 P. O. Box 9090  
 Peoria, IL 61612  
 202-546-0983  
[mrfoffice@mrf.org](mailto:mrfoffice@mrf.org) Ride with the Leaders.

**Mail to:** Motorcycle Riders Foundation – PO Box 9090 – Peoria, IL 61612 – Phone: 202.546.0983 – [www.mrf.org](http://www.mrf.org) – [mrfoffice@mrf.org](mailto:mrfoffice@mrf.org)

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| <input type="checkbox"/> Annual Joint Membership \$60                               | <input type="checkbox"/> Sustaining Membership Club \$100  |
| <input type="checkbox"/> Auto-Renewal Joint Membership \$60                         | <input type="checkbox"/> Auto-Renewal Sustaining Individual \$100  |
| <input type="checkbox"/> Annual Sustaining Membership \$100                         | <input type="checkbox"/> Freedom Fighter Donation <input type="checkbox"/> \$10 <input type="checkbox"/> \$25 <input type="checkbox"/> \$_____ |
| <input type="checkbox"/> Annual Independent Motorcycle Aftermarket Membership \$100 |  |



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# MARCH

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						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
						
23	24	25	26	27	28	29
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