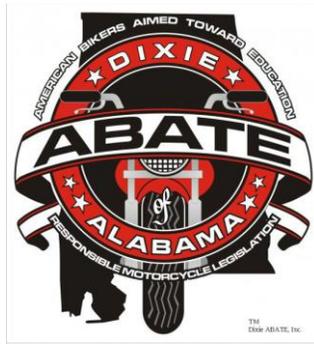


DIXIE ABATE BOARD OF DIRECTORS:

Matthew Schroeder: State Director
Shane Coker: Assistant State Director
Larry Lindsey: Education Director
Gene Powell: Legislative Director
Kris Cook: Secretary/Treasurer

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NORTHEAST REGION, NOCCALULA
FALLS CHAPTER
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EAST CENTRAL REGION, TRI-COUNTY
CHAPTER (Montgomery area)

Ira "Cowboy" Jones, Organizer
Jeffrey Meck, Assistant Organizer

MEETING NOTES: 12/9/17: Rosie's 1901 Garage & Trading Post, Mobile, AL

In attendance:

Kris Cook
Matthew Schroeder
Michael Stieber
Larry Lindsey
Fran Barber Bruyn
Neil Bruyn
Kat "Mommakat" Zimmer
Freddy Wheeler
Rodney Green
Gee Jay Jones
John "Chico" Bethea
Tex
Byron "Shooby" Hudson, BSMC

Kris passed out meeting notes from the last meeting and the treasurer's reports for both Dixie ABATE, Inc. and Dixie ABATE Awareness & Education, Inc. All were approved.

Larry gave the Education report. He gives our "Share the Road with Motorcycles" presentation at Grissom High in Huntsville, and three high schools in Montgomery. He is going to try to cover all of them next semester. He also presents the program in Saraland and Andalusia. In Andalusia, he was part of a three day "safety rally", where the school addressed all kinds of risky behavior. It included all middle schools in the county. This is the first time our curriculum has been in this part of the state.

We anticipate and are working toward having our Share the Road module included in all drivers ed courses in the state. At present, the students earn their vessel endorsement, but motorcycles are barely mentioned. As always, we need more presenters. Look at the website for your local high school and find the best email address, and get in touch with them. Per Larry, Mobile county schools are hard to get into. If there is no drivers ed program, speak with a counselor to see if he or she can schedule an assembly for you to present the material.

Larry was contacted by a student at Davidson high school last month, who was doing a senior project on motorcycle safety. If enough of us do this work, we will come to be seen as the subject matter experts in the state, and our presentations will be sought after.

Rodney passed out an article on insurance as it pertains to motorcycle riders, from motorcycle attorney Thomas Crawford, in Hoover, AL.

Matt reported on the MRF and AMA. We discussed the following release by the MRF:

EPA Proposes a Rule to Drop the Amount of Ethanol in the Nation's Fuel Supply

– Since Congress expanded the Renewable Fuel Standard in 2007, oil and gas companies have been required to blend increasing volumes of renewable fuels (like ethanol) into the nation's gasoline supply. The Motorcycle Riders Foundation (MRF) believes that until higher blends of ethanol can be approved for use by both the EPA and motorcycle manufacturers, the federal government must guarantee the availability of fuel blends containing no more than 10 percent ethanol by volume at fuel stations across the U.S. In October of this year, the EPA proposed changes to the Renewable Fuel Standard which, for the first time, would NOT call for an increase in conventional ethanol and would LOWER the required volume of cellulosic biofuel, considered the next generation of ethanol, by 73 million gallons. While at the time of this writing, the proposed rule by the EPA has not been finalized, it indicates that the many voices who have concerns over ethanol on their small engine motors are finally being heard.

Freddy explained that Scott Prewitt, the director of the EPA said the EPA was backing off on RFS (Renewable Fuel Standards). Ethanol is supposed to be cleaner burning, but that requires a 32:1 compression ratio. The truth is, ethanol degrades fuel mileage and attracts water, increasing fuel tank corrosion. Ethanol eats nylon-based plastics and primer bulbs. Sometimes you can only get non-ethanol regular, so it might be a good idea to carry octane booster. Check the pump to see if the fuel you are running is Tier 1 or Tier 2, and be sure to run Tier 1. There is little difference between brands.

We discussed autonomous vehicles, and whether they are road tested with motorcycles enough for us to be sure they see us.

Matt reported on the MRF's stance about the federal Motorcycle Advisory Council. The MRF gathered 5000 signatures, that were delivered to the first meeting of the M.A.C. Megan Ekstrom, V.P. of Government Relations, gave a speech asking for actual riders to have three additional seats on the council. Right now, there are lawyers and engineers, but only one rider on the council. The council has input into infrastructure: road surfaces, barriers, road safety, etc.

We discussed electric motorcycles. As with cars, there are more and more electric motorcycles being made.

There is an ALCOC meeting 2/17. We won't be able to attend, as it conflicts with our February meeting.

The NCOM conference is an all-hands-on-deck event. Every member will be needed, to pull this off successfully. There will be attendees from all across the U.S., and they will look to us to be good hosts. We will delegate tasks when it gets a little closer. The date is May 8-13, 2018. We need to be in touch with the COC's hospitality coordinator.

Freddy Wheeler was awarded the 2017 Most Valuable Member award, for his generosity and for working with his employer, Shell Oil, to help us fund our billboards in 2017 and to establish a scholarship fund for rider training.



Matthew Schroeder, left, presenting the 2017 Most Valuable Member award to Freddy Wheeler.

Freddy then spoke briefly about why it is so important for Dixie ABATE to make sure our legislators in Montgomery produce legislation that makes sense, as it pertains to us. He also reminded us that when a rider crashes, it is not always because of cars. It is often us, making mistakes.

Freddy suggested again that we pursue legislation that will let us utilize the emergency lane to bypass traffic when traffic is stopped, in order to proceed to the nearest exit. Tennessee has a law permitting that, but you can't ride up the shoulder any faster than 35 mph. He has talked to Representative Victor Gaston, R-Mobile County, who has said he will introduce whatever legislation we want to bring. The only caveat: it has to be zero cost to the state.

We discussed bringing a dead red bill again this year.

We discussed pursuing legislation to require a riding test for a new rider to get his or her M endorsement. A BRC completion card would satisfy the requirement. You wouldn't even have to take the written test. We need to talk to Rick Randolph. We need a quick, 4-part riding test, given by a third party tester. Riders should be able to make an appointment online. We need the rider to be able to ride there without a ticket for riding without a license.

Kris made a motion that we start the process in motion that will add a motorcycle operator skills test to the requirements for an M endorsement in Alabama. Neil seconded the motion. The motion carried on a show of hands.

Larry said we could probably get support from Representative Randy Davis, R-Baldwin County. He is the majority whip.

Neil reminded us that we still need to find out who programs the messages into the electronic overhead boards over Alabama's highways. We need to get a message on ours like Tennessee has.

Our next state meeting will again be at Rosie's 1901 Garage & Trading Post, 3200 Halls Mill Road, Mobile, Alabama. The number there is 251-300-8286. Date and time is 2/17/18, 2 PM.