



A publication supporting the rights, safety and freedom of all motorcyclists through education and legislation

AUGUST 2019

VOLUME 27, ISSUE 10

# BACK TO OLD SCHOOL



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Phoenix, AZ



Mike Infanzon  
Legislative Director

Summer is close to ending and that means kids will be heading back to school. As a person who has always thought of himself as a lifelong learner, let me encourage you to go back to school this fall. Old school! We could all use a little more knowledge.

I have heard it many times from a few people over the past year that “ABATE is NOT a political organ-

ization.” While I can agree that we are not a partisan organization, we are definitely a political one. Almost everything we do has a political motive. In fact, on page 3 of our policies and procedures the first two sentences of paragraph six are: “ABATE of Arizona, Inc., is a political organization, whose goals are to maintain the rights and freedoms of motorcyclists in the state, regardless of brand, size, color, etc. It is our duty to keep the membership informed of all political actions which may affect them, their freedoms, or their needs.” When we introduce legislation, lobby our elected officials, gather at the state capital for Day at the Dome – it is all political.

I recently spoke to Sturgis Hall of Fame member John Rogue about a project he has started. It is “Biker Lives Matter”. Rogue has been a part of the motorcycle rights fight since way back in the early 70s. He and I spoke about how many

people believe the political process is changing. It’s not. Many individuals haven’t a clue why their ABATE is a “freedom fighter” organization. We spoke about the difficulties of the state motorcycle rights organizations across the country losing so many legislative battles. You see, Rogue is one of those “old school” bikers. He is that old school “BROTHERHOOD AGAINST TOTALITARIAN ENACTMENTS” freedom fighter.

Too often within the political correctness of today’s society we tend to forget what it means to be a warrior. What it really means to be a freedom fighter. Maybe it’s time we go back to old school?

Take a look at  
[bikerlivesmatter.com](http://bikerlivesmatter.com)

Be good to one another.  
Mike

ABATE of AZ.  
7509 N. 12th St. #200  
Phoenix, AZ  
85020  
[abateofaz.org](http://abateofaz.org)



# ABATE OF ARIZONA LOCAL CHAPTERS

## A.B.A.T.E. BOARD OF DIRECTORS AND OFFICERS FOR 2019-2020

Chairman.....Chairman: Woody Phillips

East Valley.....Nolan Steed  
High Country.....Forrest “Woody” Phillips  
Phx / Shadow Mountain.....Robb “Double B” Felder  
Southern AZ.....Judi Miller  
Yavapai.....Deborah Butitta  
Yuma.....Frank White

Quarterly Board meetings are held on the first Sunday in January, April, July and October at 1:00pm @ the AZ American-Italian Club, We have a new mailing address:  
ABATE of AZ, 7000 N 16th Street, Suite 120 #434, Phoenix, AZ 85020  
. Please make sure your Chapter has representation.

## BOARD APPOINTED OFFICERS

Lobbyist.....Legislative  
Director/Designated Lobbyist Michael Infanzon  
Authorized Lobbyist Christopher Beals  
M.A.P.....Jim Silk  
Treasurer.....Melissa Butsback

## STATE OFFICER APPOINTED OFFICERS

Masterlink Editor.....Eric Hampton

## A.B.A.T.E. State Officers For 2018-2019

President.....Jim Butsback  
Vice President.....Brad Cosby  
Secretary.....Dawn Steed  
Treasurer.....Melissa Butsback  
Membership.....Cecilia “CC” Ransom Phillips  
TBFS Chair.....Dawn Steed  
Run/Events.....Dawn Steed  
Safety Coordinator.....Jim Silk  
Sergeant-at-Arms.....Lee “Cheyenne Kid” Thompson  
P.A.C.....John "Johnny D" Dreyfus  
Communications.....Nichole Driggers  
Designated Lobbyist.....Michael Infanzon  
ABATE Products.....Gynni Giebel  
MasterLink Editor..... Eric Hampton  
TheMasterlink@abateofaz.org  
Office phone: 480-256-9237

www.abateofaz.org and www.toobrokeforsturgis.com

New Mailing address 7000 N 16th Street, Suite 120, #434, Phoenix, AZ 85020.

State Officers meetings are held the 1st Sunday of every month, 10:30 am at the AZ American Italian Club, 7509 N. 12th Street Phoenix, AZ.- OR in conjunction with the quarterly BOD meeting.

## East Valley Chapter

c/o Jim Silk, 5722 E. Garnet Circle,  
Mesa, AZ 85206

Coordinator.....Jack Batty  
Vice Coordinator.....Joe Ferrucci  
Secretary.....Cheryl Vasquez  
Treasurer.....Deb Brunko Ferrucci  
Membership.....Mike Shearhart  
Run Coordinator.....Duane Tone  
Safety Coordinator.....Nolan Steed  
Sgt. At Arms.....Richard Dalton  
P.A.C.....Vacant  
Communications.....Donna Reed Batty  
Merchandise..... Richard Dalton

EAST VALLEY CHAPTER meetings are held the 4th Sunday of the month at 11:00 a.m. at Meeting held at Desert Winds Harley Davidson 922 S Country Club Dr Mesa, AZ 85210  
FMI contact Jim Silk FY1 602 312 1927

## High Country Chapter

605 W. Arabian Way  
Payson AZ 85541

Coordinator.....Bill Hensler  
Vice Coordinator.....James “Dutch” Crull  
Secretary.....Amy Edwards  
Treasurer.....Debora Shaffer  
Membership.....Cecilia “CC” Ransom Phillips  
Run Coordinator.....Cecilia ‘CC’ Ransom Phillips  
Safety Coordinator.....OPEN  
Sgt. At Arms..... Lee Thompson "Cheyenne Kid"and Mark “Griz” Mathews  
P.A.C.....Ruth Crull  
Communications.....Forrest “Woody” Phillips  
Merchandise.....Cecilia “CC” Ransom Phillips

High Country Chapter meetings are held on the 3rd Saturday at 10 a.m. at The Moose Lodge in Star Valley.  
Contact: azoutlaw66@hotmail.com

## Phoenix-Shadow Mountain Chapter

P.O. Box 54041  
Phoenix, AZ 85078-4041

Coordinator.....Will Driggers  
Vice Coordinator.....Dawn Steed  
Secretary.....Jean Cooper  
Treasurer.....Tara Rudometkin  
Membership.....William Driggers  
Run Coordinator.....Nolan Steed  
Safety Coordinator.....Jeremy Calenda  
Sgt. At Arms.....Jerry Davis  
P.A.C.....Gary “Pops” Vurich  
Communications.....Nicole Driggers  
Merchandise.....Robb Felder

Phoenix/Shadow Mountain meetings are held on the 2nd Sunday of each month at 10:30am at the AZ American Italian Club, 7509 N. 12th Street, Phoenix, AZ 85020.  
FMI: Chapter Coordinator Mike Schneider, 602-549-1044, mike@squarepegpromos.com

## Southern Arizona Chapter

6888 N De Chelly Loop  
Tucson, AZ 85741

Coordinator.....Anissa Huntington  
Vice Coordinator.....Jim Butsback  
Secretary.....Julie Salisbury  
Treasurer.....Dawn Detelj  
Membership.....Bob Stewart  
Run Coordinator.....Gizmo Bob Welton  
Safety Coordinator.....Ro "Grease" Templeton  
Sgt. At Arms..... J.D. Dare & Steve Salisbury  
P.A.C.....William Cleveland  
Communications.....Jessica Stockam  
Merchandise.....Julie Salisbury

The Southern Arizona Chapter will meet the third Saturday of the month. We will gather at the Kettle Restaurant meeting room. 748 W Starr Pass Blvd., Tucson, AZ 85713. Meeting time is 10AM October through March and 9AM April through September. FMI contact Jim Butsback (520)247-3051 or abateofazsac@yahoo.com

## Yavapai Chapter

465 E Liana Dr.  
Chino Valley, AZ 86323

Coordinators.....Dan Tumey  
Vice Coordinator.....Richard Carver  
Secretary..... Suni Sommers  
Treasurer.....David McLaren  
Membership.....Suni Sommers  
Run Coordinator.....Dan Tumey  
Safety Coordinator.....Andrew “AJ” Killian  
Sgt. At Arms.....Richard Carver  
P.A.C.....Vacant  
Communications.....Carolyn Carver  
Merchandise.....Vacant

Yavapai Chapter meets the 2nd Wednesday at 6:00 p.m. at the VFW Post 541 in Prescott – 202 N Arizona Ave / 928-776-1125. For more information, please contact Dan Tumey @ 928-308-9911 or ycabateaz@gmail.com. See us on Facebook at https://www.facebook.com/groups/ycabateaz/. Meet us at 5 for the VFW’s very reasonably priced and tasty dinner.

## Yuma Chapter

11316 S. Glenwood Ave.  
Yuma, AZ 85367

Coordinator.....Frank White  
Vice Coordinator.....Gilbert Hernandez  
Secretary..... Mikkie Melanson  
Treasurer.....Lisala White  
Membership.....Carla Schmidt  
Run Coordinator.....Jerry Allison  
Safety Coordinator.....Ray “PeeWee” Grier  
Sgt. At Arms.....Jerry Allison  
P.A.C.....Gilbert Hernandez  
Communications.....Carolyn Morgan  
Merchandise.....Lisala White

Yuma Chapter meets the second Thursday evening monthly at 6:00 PM at the pm. We meet at the Windhaven RV East Clubhouse, 6580 E 32nd St, Yuma, AZ 85365. For additional information contact Frank White (Hound) at 209-327-0814.

## Mohave Chapter

1451 E. Ruby Trail  
Fort Mohave, AZ 86426

Coordinator.....Tom Aydt  
Secretary.....Cynde Aydt  
Treasurer..... Cyndier McClure  
Membership.....Cat Spicker

Mohave County Chapter meetings are held the last 3rd. Sunday of every month, 10:00 am, VFW Golden Valley, Post 2555, 6068 Supai Dr., Golden Valley, AZ 86413  
Phone: 715-651-0770 thamedic1951@gmail.com

## Superstition Chapter

Coordinator.....Marc Schultz  
Secretary/Membership.....Becky Pennington  
Treasurer.....Tiffany Rigby

We meet the 2nd Sunday of every month at 5 PM at the VFW POST 7968, 250 S Phelps Dr. in Apache Junction, AZ 85120. You do not have to be a member to attend so come on by and say hello. Riders of all types of bikes, and even non-riders, are always welcome.

Masterlink is the monthly publication of ABATE of Arizona, which is a motorcycle rights organization.

The purpose of the Masterlink is to provide you, the reader, with access to information that supports the mission of ABATE of Arizona, which is essentially to promote motorcyclists and motorcycling in a safe and positive manner through education and legislation. Anyone may submit an article or advertisement for publication.

However, the Editorial Board of the Masterlink reserves the right to exercise their discretion regarding content in the publication, which means an article or advertisement may not be published if the Editorial Board considers the material inappropriate for, or if space requirements do not allow for, publication in the Masterlink.

## EDITOR’S NOTE:

If any of the Officers are listed here incorrectly, please send corrections to:  
**TheMasterlink@abateofaz.org**  
I will be sure everything is accurate for the next Issue and on the web site.

# News from the MRF

## Capitol Hill Update Heavy Hearts

The news late last week from New Hampshire regarding the death of 7 motorcyclists was devastating. We at the MRF express our thoughts and prayers to the friends of families of all those involved. We pray that those still in the hospital fully recover. It is important that the focus now is on those that are grieving and how we as a community move forward after such a high-profile tragic event.

This most recent tragedy, like the Tama Valley incident in Iowa from 2003, is a stark reminder we must discourage distracted driving. All news reports on the

New Hampshire incident point to fault lying with the driver of the truck. Now is not a time for regulators and the media to push a narrative regarding what the riders could have done differently or how safety gear and apparel would have changed this senseless tragedy. The investigation should center on the facts of this specific incident and those responsible should be held accountable.

We thank both the good Samaritans and first responders for their selfless courage and dedication in attending to the victims. As we move into the summer riding season, please look out for our fellow brothers and sisters on the road, take a moment to reflect on how precious our safety and freedom actually is.

4th of July

There are few guarantees in the world of politics, but one thing is certain, politicians will be out in full force on the 4th of July

break at parades, picnics, and BBQs. As you gather with family and friends to celebrate this great nation keep your eyes peeled for your local Congressman or Senator shaking hands and talking to voters.

There is no better day than Independence Day to introduce yourself to your lawmakers and discuss issues of importance to you. Among the rights guaranteed in the 1st Amendment to the Constitution is the right to petition your government. Be visible, be vocal and let your elected official know that you are a motorcyclist that is paying attention and engaged in the political process.

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## Mission Statement

We will lobby and educate the government and the general public to promote motorcycling in a safe and positive image.

We will endeavor to enlist the cooperation and participation of all organizations and individuals who share

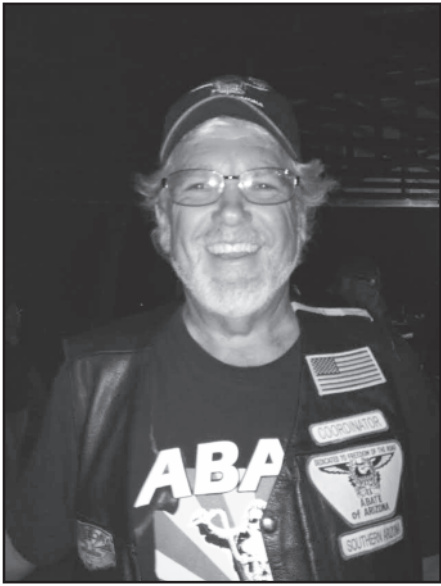
a similar interest in preserving our American tradition of

## FREEDOM.

We will involve ourselves in fund raising to achieve our goal.

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longer receive a hard  
copy of The Masterlink.  
480-256-9237 or  
jpsilk2264@gmail.com**

# President’s Report



By Jim Butsback

Greetings Fellow supporters of Motorcycle Rights!!

When you see this it will be August and the summer will be almost half gone. It seems to go by faster every year. I hope everyone has been able to get out and see some of the beautiful areas of our wonderful state of Arizona. I know that in the hot months it can be trying to get out and ride but there are many great spots in the higher elevations that provide welcome relief to the heat. There are many events put on by various groups and this is also a great time to get up and see friends and fellow riders who live in the high country. I strongly encourage everyone to get out and enjoy our beautiful Arizona.

The other day I sat down and was reading the latest issue of the American Biker Journal which is the newsletter of the Motorcycle Riders Foundation. Kirk “Hardtail” Willard who is the

President/Chairman of the Board for the MRF had a very interesting experience that he related in his article. While traveling for his employer in California he happened to tune into a radio program in which folks were discussing whether citizens and/or professional lobbyists should be allowed to influence elected officials. Hardtail related that the grass roots activism and citizen lobbying which was under attack on this radio program, is exactly what our community of motorcycle rights activists has done in an incredibly effective way since our movement began.

I will not go into all the detail of his article but I do encourage everyone to go to the MRF site and read it yourself. I found it shocking that he said the First Amendment was never even considered in the discussion. The right to petition government for redress of grievances is the right to make a complaint to, or seek assistance of, one’s government, without fear of punishment or reprisals. This is ensured by the First Amendment. These rights are what our whole movement is based on. As he closed, Hartail left one important thought. “A Right not exercised is a Right at risk”! So exercise your rights before they are taken away!!!

It is now time to start preparing for your Chapter elections. I know that it is easy to sit back and watch as others fill positions in your Chapter but I ask all ABATE members to take an accounting of themselves and their talents that could be a real asset to your Chapter and to consider stepping up and becoming an officer in your Chapter. Talk to you current officers about any position you may be interested in and feel you

can make a contribution to. Most officer positions are not nearly as much work as many members believe. Many of our Chapter officers have been working in various positions for many years and would really like to turn the job over to someone else but will keep stepping up because they do not want to see the Chapter struggle when a position is vacant.

The success of your Chapter depends on volunteers. We are all in this together and we all joined ABATE because motorcycle rights and safety issues are important to us. The old adage that “Many hands make easy work” is true. So lend a helping hand and make the work a little easier for everyone in your Chapter, consider being an officer.

Once again I want to promote that in September the Motorcycle Riders Foundation (MRF) is once again putting on their National Motorcyclist Conference which is known as the “Meeting of the Minds”. This year the convention will be held in Bloomington, Minnesota. The dates are September 19-22, 2019. The convention site is the Crowne Plaza AIRE Suites, MSP Airport-Mall of America. The address is 3 Appletree Square, Bloomington, Minnesota 55425, (952)854-9000. This year it is hosted by ABATE of Minnesota. For more information go to [www.mrf.org](http://www.mrf.org). If you are not yet a member of the MRF, I strongly urge you to join.

As for about your daily business please remember to support those businesses and organizations that support ABATE and the motorcycle community. Talk to the businesses you support about

becoming a Business Member of ABATE. Note that these businesses do not have to be bike shops or dealers, anyone who believes in the freedoms of the road and motorcycle awareness and safety is a potential ABATE Business member.

Help spread the gospel of ABATE while you are out riding and supporting other groups and clubs. There is a club membership that will extend benefits to all members of a club no matter how many and this includes the Accident insurance. Individuals can join if the club does not. Always keep several membership tri-folds with you and wear your ABATE gear when attending other group’s events and let them know you are an ABATE member. Very few folks will just walk up and ask to join, they need to be asked. ASK THEM! PLEASE HELP THE MASTERLINK!! We need pictures and articles to fill the pages of our newsletter, PLEASE take some photos and write a short story/description of the event and submit it to the Masterlink! Everyone likes to see their picture in a paper. Take lots of photos wherever you go and submit them. We always need additional material to fill the pages and we would rather cover the happenings here in Arizona and give coverage to our fellow riders and their groups for functions and events they are having, so don’t be shy and submit some photos and/or an article!

Until next month!  
Ride Free!! Ride Safe!! Ride ENDORSED!!  
Jim

## SAD DAY AT EASYRIDERS

<https://blog.bikernet.com>

Well, the new owners took over and there were no announcements or a new plans shared. Staff members and contributors waited. Michael Lichter came to Los Angeles for Born Free and wanted to check on his archive of photography at the office. At first, they told him not to

come, they had it handled. He kept knocking on doors. He spoke to one of the new partners, who owns StrongHold, a clothing shop on Melrose. The guy had never heard of Michael Lichter.

He went out to the offices and spoke to some of the staff. Mike owns 40 years of archived material covering the history of

our industry. Most recently news leaked of a creative meeting in Canada with the new staff, but still no announcements. Then yesterday staff members like Dave Nichols and Beatnik were let go. We haven’t confirmed how many other staff members were received pink slips, but with only a staff of five, who knows. I need to reach out to Billy Tinney, the edi-

tor of Tattoo.

So, what’s going to happen next. Maybe only the Shadow knows.

–Bandit

## ‘Easy Rider’ turns 50: Secrets of the counterculture classic

<https://blog.bikernet.com>

By Hannah Frishberg New York Post

“A man went looking for America and couldn’t find it anywhere.”

That was the tagline to “Easy Rider,” the beloved buddy pic that starred Peter Fonda and Dennis Hopper as a Harley-riding hippie duo who meet a boozy

lawyer, played by Jack Nicholson, in prison.

It’s been 50 years since the movie first hit the big screen, and, in the decades since its release, the movie has become a classic of American cinema.

Here, five facts that even film geeks might not know about it.  
The movie was truly made in the moment

The plot for “Easy Rider,” was outlined in the screenplay, but a good deal of the dialogue was ad-libbed on set. “[The] improvisation was always within the framework of the obligations of the scene — a scene which already existed,” Terry Southern, who wrote the screenplay with Fonda and Hopper, told The Paris Review before his death in 1995.  
The drug use is real

In 2009, Peter Fonda confirmed the long-standing rumor that he, Nicholson and Hopper really did inhale during the film’s pot-smoking campfire scene. “Man that stuff burned,” he told ExtraTV. The acid the actors drop in a New Orleans cemetery, however, was faked. “We did not take LSD, no matter what the rumors say,” said Fonda, “You can’t make a movie when you’re ripped like that.”

## U.S. 36 stretch collapses, forcing closure of eastbound lanes and CDOT blitz to re-build bridge approach that’s 45 feet above ground

<https://blog.bikernet.com>

By BRUCE FINLEY | [bfinley@denver-post.com](mailto:bfinley@denver-post.com)

“It’s too soon” to estimate how long east-bound U.S. 36 will be closed, CDOT director Shoshana Lew said—Denver Post.

The highway from Boulder to Denver is collapsing at a bridge approach 45 feet above ground, concrete slumping away off a widening chasm as fast as an inch per hour with a 5-foot drop over the weekend.

This destruction related to environmental

conditions — weakening of saturated clay under a 5-year-old stretch of U.S. 36 adjacent to a former reservoir near Broomfield — forced the closure of east-bound lanes and triggered a Colorado Department of Transportation blitz Sunday to re-route 14,000 commuters on free buses.

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# Chapter Reports

## East Valley Chapter

NO REPORT.

## High Country Chapter

We finally get a reprieve from all the activities and get to enjoy the summer riding the awesome roads found in the high country. We hope those of you in the hotter regions of Arizona will consider riding up to high country and visiting some of our many awesome business members. And if it is a third Saturday of the month, swing by the Moose Lodge in Star Valley and join us at 10 am for our monthly chapter meeting. Be sure to introduce yourself. We would love to see you.

Here are some High Country Chapter Business Members that you should consider if you need a destination to beat the heat; The Buffalo Bar & Grill in Payson. It is right on route 87. If traveling north, it is just after the 3rd traffic light on the right. Try the wings, as they are amazing! Or how about the Tonto Rim Bar & Grill in Star Valley. Look for it on the left just past the gas station if headed north. If you have a bit more time, come on up to Pine or Strawberry (stay north on 87) where you will find HB's Place on the left opposite the Pine Post Office, or Bandits Restaurant and Dirty Cowboy Saloon in Strawberry (on the right as you enter/leave Strawberry. If you don't have time to go all the way to Payson, or if you are doing the route 188 loop past Roosevelt Lake/Dam, be sure to drop by the Punkin Center Bar & Grill in Punkin Center. It is on the business access road as you pass by on route 188 so look for it. Tell the bar's manager, Harley, High Country Chapter sent you!

Our next planned event is the Chili Cook-Off in October. We already have a cool trophy set aside and have arranged entertainment. The plan at this point is to hold the event at our business member, the Tonto Rim Bar & Grill in Star Valley on Oct. 19th.. Save the date. Includes FREE

Live entertainment by Hans Olson (Catch Hans at the Musical Instrument Museum, Sunday August 11. Tickets are only \$29.50).

## Mohave Chapter

NO REPORT.

## Phoenix/Shadow Mountain

NO REPORT.

## Superstition Chapter

NO REPORT.

## Southern Arizona Chapter

Hey it's me Anissa

As usual we started our meeting with the moment of silence for our fallen Brothers and sisters. On June 7th one of my very long time friends was killed on his motorcycle at the corner of Ina and La Cholla in Tucson @5:30 a.m. on his way to work. Lady in a large style SUV ran the red light. He died at the scene. Two days before that two of my friends were hit (husband and wife) on their own motorcycles when a vehicle pulled out in front of them while making a left turn. She only had road rash and some bruises. He had a broken pelvis and other injuries. He is currently in rehab and she is out of the hospital taking care of her husband.

RIP Tipper Silliman. Swift healing to Connie and Phil Coons.

THIS HAS TO STOP.

William Cleveland was unable to make our meeting due to still being out of town from BOB. We will have more information on his trip at July's meeting. He is also in direct contact with our mayor in regards to making left hand turn lights all uniform.

We discussed Too Broke for Sturgis and how it was a large success this year. More

info from Judy at July meeting as well.

Bob ( Gizmo) is still working on a venue and time for a chapter or state camping trip in February or March. Anyone interested please contact Gizmo.

Hope everyone is staying cool in this miserable Heat.

Ride free

Stay safe,

Anissa Huntington  
SAC coordinator

## Yavapai Chapter

It's a hot summer even up here in Prescott BUT still 20 degrees cooler than you riders in the Valley & Southern AZ areas!

Come up and join us for the "1st Annual PEAVINE POKER RUN" August 17th. Sign in at Mark's Beer Garden @ 9:00 AM, riders leave on own schedule from 10:00 AM on. Last card drawn at 3:00 PM. Location off Iron Springs Rd @ Mark's Beer Garden 1590 Swenson Street Prescott. We'll have the history of the Peavine Rails & Trails for you at the sign in station. Look for our Pop-Up/Station for sign in and returning to draw extra cards. Cash Prize for Poker Run.

Lunch is available (Mark is roasting a whole pig to make pulled pork sandwiches) and "Muddbone Band" with Broc, will be playing on the patio at Mark's Beer Garden.

For those coming up thru Congress to Yarnell you can get breakfast in Yarnell then head to the Burro Inn Saloon to get your map and sign in sheet there also.

We have room for vendors if you would like to set up. Please contact Suni at yca-bateaz@gmail.com

Please join us and have a great time.

Bring your RV and camp at our parks, Watson Lake, Lynx Lake, out in the woods and there is an RV park next to Mark's Beer Garden.

Special Thank You to Carolyn Carver (who stepped down) for being the Chapter communications officer and taking the time to help the chapter. We love you!

We need a couple new officers so if you are a member or want to be a member of our chapter please attend out monthly meetings at the VFW Post 541, 202 N Arizona Ave. Prescott 2nd Wednesday of the month, 5:30 PM. You do not need to ride to be a Member!! Jennifer just joined who does not own a bike but hangs with us and rides on the back! Yeah Jenn!

We have 3 new Biz Members, Star Island Off Road Dealer, Bob's Billiards, Mark's Beer Garden and they are all a stop on the poker Run so you can see where they are located.

Ride Aware,

Deborah Butitta | Yavapai Chapter BOD Member  
MRF BOD Member  
MRFA&E BOD Member

## Yuma Chapter

We held our meeting on July 11 at 6 pm.

We discussed upcoming events which are:

Board meeting at the VFW in Prescott on July 21

Ladies of Harley ride July 26 to help the 7 riders that were killed.

Hot August nights on August 17th.

Our next meeting will be August 8.

Carolyn Morgan  
AbateCommunications officer  
Yuma chapter

# Masterlink Goes All Digital

By Woody Phillips

At our last Board of Directors' meeting, the Board voted to take the Masterlink 100% digital. It will continue to be published every month, but will only be available for download from the ABATE of AZ website (ABATEofAZ.org).

This decision will cut out our largest single monthly expenditure AND allows us to do some interesting things (well not us but rather Eric Hampton our publisher) such as run full color ads and photos,

vary the number of pages from month to month, and other things that should make the Masterlink newsletter more informative and fun to read.

Many of us will be sad to see the old print style paper gone, but the Board didn't really have a choice in this decision. Since asking members to decide if they want to "Go Green", or have the paper version mailed to them, well over half of you decided you would rather read the PDF version online or download to your mobile device. This meant we suddenly

had a need for only about 300 or so papers each month. Unfortunately, the minimum print run from our printers (who have worked hard with us in the past to keep us in print) is 1,000 copies. This meant we would have about 700 copies each month to share with businesses and clubs and anyone else who would distribute the paper to the general public. This number used to be around 100+. However, the distribution was NOT happening, and when it did the papers were not getting seen, so it just did not make economic sense to continue. The end

result is, like newspapers all over the country, we will be doing the digital thing every month starting immediately.

As our membership continues to grow, and more and more electronic versions are downloaded or read online, we will be looking at ways we can further improve the Masterlink. Please be sure to send your suggestions to your Chapter Communication Officer so that it can be shared with the appropriate people.

DEDICATED TO FREEDOM OF THE ROAD

ABATE OF ARIZONA

# 1ST ANNUAL PEAVINE POKER RUN

**DATE:** Saturday, August 17, 2019, 9:00 AM  
**LOCATION:** Mark's Beer Garden, 1590 Swenson Street, Prescott AZ  
Sign in at parking lot of Beer Garden at Yavapai ABATE Chapter Pop up "Station" along fence as you come down Meadowridge Rd from Iron Springs.  
Sign in, get a map and leave at rider's own time. SIGN UP STARTS 9:00 AM first rider leaves by 10:00 AM.

**ENTRANCE FEE:** \$25.00 single/\$35.00 per couple - open to public  
Buy extra cards: up to 3 extra exchange card at \$5./ea. card (ACE HIGH OR LOW)  
Poker stops: Start & End at Beer Garden; Burro Saloon; Star Island; Bob Billiards; Tony Toos; El Charro Norte  
**FREE BONUS CARD** if you come back with business cards from all poker stops on the map.  
**PARTICIPATE:** Pick up Business Cards at the Poker Run stops to bring back to Pop Up Station.  
Last card drawn by 3:00 PM

**Lunch starts at Beer Garden at 1:00 pm** (pulled pork sandwich or order from menu).  
Mark at the Beer Garden roasts his own pig for the sandwiches.  
**Music by Muddbone:** starts at 3:00 PM

**Prizes are RAFFLE & 50/50**





# Coast to Coast

*NCOM BIKER NEWSBYTES  
Compiled & Edited by Bill Bish,  
National Coalition of Motorcyclists  
(NCOM)*

## CONGRESSMAN TIM WALBERG ACCEPTS NCOM SILVER SPOKE AWARD

Congressman Tim Walberg (R-MI) was selected as this year’s recipient of the NCOM Silver Spoke Award for Government. Unfortunately, he was not able to attend the 34th Annual NCOM Convention in Orlando, Florida to receive the award in May, so it was brought to Washington, D.C. recently and presented there by several members of the NCOM Board of Directors.

NCOM Confederation of Clubs Liaison “Boar”, Region IV Co-Director Ed Schetter and Region VII Co-Director John Bilotta were in the nation’s capital taking part in the Motorcycle Riders Foundation “Bikers Inside the Beltway” and meeting with their legislators and staff members. During the visit to the Capitol, they met with Congressman Walberg and personally presented the award on behalf of the National Coalition of Motorcyclists (NCOM) in recognition of his work in Congress for the benefit of all of America’s motorcycle riders.

Representative Walberg introduced the recently-passed House Resolution that addresses profiling of motorcyclists and

he and Representative Michael Burgess (R-TX) head up the Congressional Motorcycle Caucus.

## MISSOURI GOVERNOR VETOES REPEAL OF MOTORCYCLE HELMET LAW

Missouri Governor Mike Parson vetoed Senate Bill 147 on Friday, July 12, a bill that would have allowed most adult motorcycle riders to ride without helmets. Despite voting in favor of such legislation in the past as a state legislator, the Republican governor blocked the omnibus transportation measure which, among other things, would have repealed Missouri's helmet requirement for motorcyclists 18 and older who carry medical insurance.

Gov. Parson didn't express opposition to relaxing helmet requirements for motorcyclists, but in a letter to lawmakers he wrote that he vetoed the bill because of a section that dealt with suspending driver's licenses over unpaid fines related to traffic violations, which his office deemed to be unconstitutional.

Bikers rights activists and state lawmakers have been trying decades to repeal the helmet requirement, passing bills to do so in 1999 that was vetoed by then-Gov. Mel Carnahan, and again in 2009 that was vetoed by Gov. Jay Nixon, both Democrats.

“The Governor was looking forward to

signing this bill and still supports freedom of choice,” wrote Jay Widmer, Legislative Coordinator for Freedom of Road Riders (FORR-MO) on their Facebook page. “We are working toward a meeting with the Governor and his staff to work with them towards a remedy.”

## NORTH CAROLINA LEGALIZES MOTORCYCLISTS WEARING FACE MASKS

Like many states, North Carolina law generally “prohibits a person from wearing a mask, hood, or other device, to conceal the identity of the wearer,” with limited exceptions which now includes; “a person may wear a mask for the purpose of protecting the person's head, face, or head and face, when operating a motorcycle.”

House Bill 257/Senate Bill 321 “An Act to permit the use of a face mask while operating a motorcycle,” was signed into law by Governor Ray Cooper (D) on July 11, 2019 and goes into effect December 1st.

Amidst nationwide furor over political groups like Antifa wearing masks while engaging in civil unrest, HB 257 passed the House on March 27 by a vote of 111-1 and companion bill SB 321 passed the Senate unanimously on June 27, 48-0.

Law enforcement officers in some states had begun stopping and citing motorcycle riders, particularly patch holders, for vio-

lating local anti-mask laws.

The new law will “require the person to remove the mask during traffic stops, checkpoints, roadblocks, or when approached by a law enforcement officer.”

## NEW WASHINGTON LAW REQUIRES LIABILITY INSURANCE FOR MOTORCYCLES

Washington motorcycle owners must make sure their rides are insured once a new law goes into effect on July 28, 2019, requiring motorcycle operators to obtain and carry proof of liability insurance coverage when cruising on Washington’s roadways.

The new rules stem from House Bill 1014, which was signed into law in April by Governor Jay Inslee (D). Unlike other motor vehicle drivers, in virtually every other state, motorcycle riders in Washington have previously been exempt from obtaining and carrying proof of insurance.

According to an April 23 statement from the bill’s sponsor, Rep. Bill Jenkin (R-Prosser), the law will require those operating a motorcycle to meet the insurance requirements, or equivalent, for registered motor vehicles under current law;

**continued page 6**

# Join A.B.A.T.E.

### ABATE IS:

- A Motorcycle Rights Organization (MRO)
- For Bikes & Riders, regardless of Race, Creed, color, sex, age, machine or gear
- For all Motorcycles regardless of Fraternal or club affiliation, as well as Independents
- For people interested in motorcycle safety
- For People interested in rider education
- For people interested in motorcycle awareness PSAs directed to non-Riders
- For people interested in protecting and promoting motorcycling
- A volunteer, not-for-profit grass-roots organization
- For Motorcyclist who enjoy the ride

### \$7,583 Value

- |           |                              |
|-----------|------------------------------|
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| \$1,000   | Leadership Training          |
| Priceless | Motorcycle Awareness         |
| Priceless | Rights                       |
| Priceless | Rider Education              |

### ABATE of Arizona Serves to:

- Collaborate with other organizations to monitor and support funding for practices that do not discriminate against motorcycling.
- Encourage political involvement of its membership.
- Promote and present motorcyclists and motorcycling in a positive and safe manner.
- Help prevent motorcycle crashes and promote crash survival through rider education, and public awareness campaigns.
- Encourage ongoing federal research programs such as use of E15 fuel in motorcycles, inclusion of motorcycles in ongoing transportation emerging technologies, and improvements in safer roadway design strategies.
- Promote rider skills training

ABATE of Arizona has developed a program with the mission to provide motorcycle awareness training to all drivers and soon-to-be drivers on the road in Arizona. Instructors provide a one hour program to students in driver education classes throughout the state.

### Motorcycle Awareness Program (MAP)

MAP is available to be presented to civic organizations as well as most businesses that hold safety meetings. FMI: [map@abateofaz.org](mailto:map@abateofaz.org)

### ABATE accomplishments:

- 1992** Opened HOV lanes to motorcycles
- 1993** Helped prevent mandatory helmet legislation in Arizona
- 1997** Established handlebar height elevation to shoulder height
- 2001** Established Motorcycle Safety Fund
- 2002** Established Arizona Motorcycle Safety Council
- 2004** Established veteran plates for motorcycles
- 2007** Eliminated yearly motorcycle emissions testing in Pima County
- 2007** Removed cap on Motorcycle Safety Fund
- 2013** Eliminated yearly motorcycle emissions testing in Maricopa County
- 2015** Eliminated restriction on handlebar height
- 2017** Successfully prevented mandatory helmet legislation
- 2017** Reestablished Motorcycle Safety Fund for 5 years

- 2017** Helped pass the Teen texting bill
- 2017** Helped pass the Civil Forfeiture changes
- 2018** Introduced Anti-profiling legislation
- 2018** Stakeholder for Lane Splitting Bill
- 2018** Stopped the adoption of California emissions standards in Arizona
- 2018** Helped pass “Pam’s Law” - Aggravating factor for injuries to pedestrians and motorcyclists by distracted and DUI offenders

### JOIN ABATE NOW!

**ABATE** Of Arizona provides a unified voice for all motorcyclists in Arizona. Add your voice to ours. Join ABATE now, for the preservation of your ability to ride a motorcycle with the freedom that's your right!!

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Legislative Efforts \$ \_\_\_\_\_ Masterlink \$ \_\_\_\_\_

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The concept of “vulnerable roadway user” had previously been widely used by planners and safety organizations in Europe to categorize and describe non-motorized roadway users, incorporating the inherent vulnerability of humans who use the roads without the benefit of being encased in a 4-wheeled protective steel cage.

On June 11, 2019, Governor Kate Brown (D) signed Senate Bill 810 into law, modifying the definition of "vulnerable user of a public way" in Oregon to now include persons operating or riding on a moped or motorcycle.

# THOUSANDS RIDE TO HONOR SEVEN BIKERS KILLED IN NEW HAMPSHIRE CRASH

More than 3,000 motorcyclists rode across New Hampshire on Saturday, July 6 on the "Ride for the Fallen 7" to honor seven bikers killed and three injured in a collision with an oncoming pickup truck in June, as state police escorted the group along the 90 mile route to the site of the deadly crash.

The victims were Marine veterans and their spouses, members of the Jarheads Motorcycle Club, who were traveling west on Route 2 on their way to a charity event, when a pickup truck and trailer crossed into their lane from the opposite direction, plowing through the pack, according to a criminal complaint.

Commercial trucker, 23-year-old Volodymyr Zhukovskyy of West Springfield, Mass., an immigrant from the Ukraine with a documented history of multiple drug and alcohol arrests and

convictions in numerous states, has pleaded not guilty to seven charges of negligent homicide.

In the days following the fatal accident, the Massachusetts Department of Transportation revealed Zhukovskyy had received an intoxicated driving charge in Connecticut in May, which should have led to the termination of his Massachusetts commercial drivers license.

Massachusetts Governor Charlie Baker (R) has announced changes to the state's Registry of Motor Vehicles, which include running all 5.2 million licenses through the National Driver Register to keep suspension information up to date and creating a new position to oversee safety and set requirements for commercial drivers in the state.

On July 13, as thousands more gathered at Gillette Stadium in Foxborough, Mass., for a memorial service organized by the Jarheads MC, New England Patriots NFL team owner Robert Kraft made a surprise appearance to present a \$100,000 donation to the crash victims' GoFundMe campaign.

## PRANK LANDS MAN IN JAIL FOR ATTEMPTED MURDER OF MOTORCYCLIST

Late one night, on the morning after Christmas, a 45-year-old motorcyclist in Japan got a rope tangled around his neck causing him to dump his bike, severely injuring his back and hip. Luckily, the man who strung the rope across the road was caught on security camera footage, and Japanese police quickly tracked him down and charged him with attempted murder.

Japan Today reports that police arrested Koichi Deki, 41, who claims the rope strung across the road was nothing more than a “stress relieving prank.” There is no indication whether Deki knew a motorcyclist was coming down the road when he tied a rope to a sign and a pole on the other side of the street, and he is quoted as saying he did it to relieve his stress and didn’t think his “rope prank” could kill anyone.

The motorcyclist hit the rope roughly 15 seconds after the rope was stretched

across the road, according to the time code on the surveillance footage, and now the prankster faces a prison sentence of several years.

## IRELAND MAY BAN ALL NEW GAS-POWERED VEHICLE SALES AFTER 2030

The Irish Government has reaffirmed its plans to ban the sale of new petrol and diesel vehicles by 2030, as part of a new strategy aimed at protecting the environment.

In 2015, the United Nations agreed to 17 Sustainable Development Goals, and Ireland's recently released Climate Action Plan details how that nation intends to achieve them. The greatest potential impact on Irish motorcyclists, according to Motorcycle Consumer News (MCN) involves halting the sale of all new non-electric vehicles by the year 2030, adding "It's worth noting that nowhere in this plan is any mention made of motorcycles or other two-wheeled vehicles as having any considerations separate from those of all other vehicles."

There is an ambitious plan to refine and develop an EV (electric vehicle) charging infrastructure throughout the country that can sustain 800,000 EVs by the 2030 deadline included, as well as possible consideration of an ICE (internal combustion engine) car scrappage program to be implemented as soon as 2020.

This is, according to MCN, partially in response to the UK potentially moving its 2040 ICE ban forward to 2032. At this point, nine countries around the world have plans in place to begin phasing out ICE vehicles in the very near future.

Norway's approach of incentivizing its citizens to adopt EVs over ICE vehicles resulted in an impressive 52% of cars sold in 2017 being EVs, according to Reuters.

The city of Amsterdam has also come forward to state it'll be banning non-electric vehicles by 2030.

## ETHIOPIA BANS MOTORCYCLES IN CAPITAL CITY TO CONTROL CRIMES

Officials in Ethiopia's capital city Addis Ababa said a ban on motorcycle use will be implemented in the city starting from July 7, in a bid to curb rising criminality.

The capital city of an estimated 5 million plus population is generally considered a safe city, but rising incidences of violent crimes using motorcycles has alarmed residents and officials.

Mayor Takele Uma said criminals have in recent months been using motorcycles to engage in assaults and robberies, and that the motorcycle use ban was implemented in the city after a one-week long study revealed many criminal activities are done using motorcycles.

## GERMAN COURT RULES SIKHS MUST WEAR HELMETS, NO EXCEPTION

One of Germany's top five federal courts has ruled that Sikh individuals are not exempt from country-wide motorcycle helmet laws. The ruling was in response to an appeal by a Sikh man, who had argued that he could not successfully fit a helmet over his *dastaar*, the traditional turban that Sikh men (and some women) wear within their faith.

Federal Administrative Court of Leipzig presiding judge Renate Philipp said, in his ruling, "People wearing a turban on religious grounds are not for that reason alone exempt from the obligation to wear a helmet," according to Deutsche Welle newspaper.

One argument the court made against the man's claim is that wearing a helmet doesn't only protect the rider -- it also helps drivers avoid trauma if they cause injury to a rider without a helmet, and that any riders wearing helmets would more readily be able to assist others in an accident.

Several countries have exemptions from existing helmet laws for Sikh motorcyclists, including the UK, and the Canadian provinces of Alberta, Ontario, British Columbia and Manitoba. Around the world, in places including Australia and India, exemptions and even proposals for exceptions draw a range of opinions from both Sikh and non-Sikh motorcyclists alike.

**QUOTABLE QUOTE:** "I am certain that nothing has done so much to destroy the juridical safeguards of individual freedom as the striving after this mirage of social justice."  
~ Friedrich August von Hayek (1899 - 1992), Austrian-born British economist & philosopher



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## Rule 9 – The Importance of Follow-Through

Mike Infanzon Legislative Director	thinks you have a weapon more powerful than their own, you get your way.	But I’m pleading with you, with tears in my eyes; if you F*** with me, I’ll kill you all.”	aware that causing someone to concoct worst-case scenarios in their minds can be extremely effective – if they assume you have follow-through.
Alinsky’s Rules for Radicals #9: The threat is usually more terrifying than the thing itself.	The other players spend time imagining the worst-case scenario, which, in this example, is you having better cards than them and taking all their money. When they realize how scary that scenario is, they decide they don’t want to take that chance.	After the invasion of Iraq and after sending his tanks and artillery home, Mattis sent that message to the Iraqi tribal leaders in every area his men served in. His reputation preceded him as did the reputation of the Marine Corps. It wasn’t a bluff. It didn’t have to be. The Iraqis knew Chaos would follow through on his promise.	Commit to your actions. If you say you’re going to be somewhere holding a sign, make sure you show up. If you say you’re going to bombard a politician’s office with emails or phone calls or 100 loud Harleys outside their office, be confident that you can make it happen.
I love playing Texas hold ‘em. I believe it is a game of playing the people and calculating the odds rather than gambling. In a game of cards, bluffing – pretending you have good cards when you really don’t – can be a useful tactic.	Saul Alinsky wrote his ninth rule, and it still holds true today. “You can’t do much bluffing in this game; if you’re ever caught bluffing, forget about ever using threats in the future,” Alinsky wrote. “On that point you’re dead.”	Once you lose your credibility and other organizations doubt your ability to follow-through on your threats, your bluff will be called every time and your threat will not be effective	Conversely, if you’re ever threatened in your activism, don’t let your mind go into distress. Don’t forget that Rule # 6 says fighting for freedom should be fun. Rule number nine says that whatever terrifying thing you think could happen probably won’t happen. Imaginations are powerful. Use them to your advantage.
If you can successfully make the other players at the table believe you have better cards than they do, they’ll fold from fear of losing. When that happens, you win.	I served under Jim Mattis during the Gulf War. When he led Marines into Iraq in 2003, he was quoted as saying, “I come in peace. I didn’t bring artillery.	Going around threatening people is not what Alinsky is suggesting. Instead, be	
That threat is a powerful thing. You could have nothing. But because everyone			

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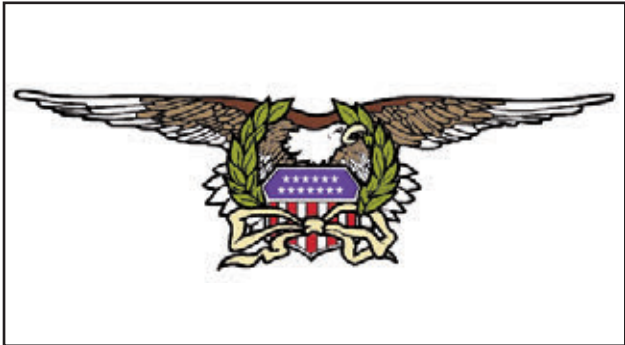
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## Events Calendar

### August 2019

9/6 {Fri} Motorcycles on Main Bike Night in Downtown Mesa from 6-10pm. Live Music, Beer Garden, vendors, & more. Park & show your bike. Eateries open. Takes place every first Friday between September & June. Vendors call Courtney 480-890-2613 10/4 {Fri} Motorcycles on Main Bike Night in

Downtown Mesa from 6-10pm. Live Music, Beer Garden, vendors, & more. Park & show your bike. Eateries open. Takes place every first Friday between September & June. Vendors call Courtney 480-890-2613

10/17-19 {Th-Sat} 16th annual Run to the Rez Veterans Memorial Motorcycle Run. Takes place in San Carlos & at

Apache Gold Casino Resort. Music, Poker Run, Bike Show, Great Giveaways, & more. For rooms call 1-800-APACHE8 & mention Run to the Rez. FMI: 928-475-2932, 928-961-6002, johnrezrider@yahoo.com

10/19 {Sat} Chili Cookoff hosted by ABATE-AZ High Country Chapter. FMI: CC 928-476-1955



## U.S. 36 stretch collapses (continued)

Colorado Front Range vehicle traffic already has been choked this summer as CDOT contractors work to widen Interstate 25 to make room for more vehicles. And CDOT officials on Sunday were bracing for major metro Denver disruptions. They said they'll pay the Regional Transportation District about \$70,000 a day for the free bus transit through Tuesday as alternative routes for cars and trucks are set up.

"We've seen the separation at up to an inch an hour. You just cannot have people going through here," CDOT director

Shoshana Lew said Sunday evening, standing with engineers on the highway as crews cut through concrete and tried to assess stability.

"If working from home is a viable option, the next few days might be a good time to think of it," Lew said.

"Be patient, especially during the early part of this week. It is an unusual situation. We know many people will be frustrated. Focus on safety."

The highway was closed at the

Wadsworth and Church Ranch exits, and officials said they're hoping to route traffic both ways into the three westbound lanes by the end of the week.

RTD officials issued a bulletin warning that buses will face the same traffic detours as other vehicles and that riders are likely to face standing-room conditions and delayed travel.

State officials recommended that drivers use Colorado 93 to West Sixth Avenue, Wadsworth to Interstate 70, and Highway 7 (Baseline Road) to Interstate 25.

## San Mateo, California Dumps Red Light Cameras

<https://www.thenewspaper.com>

The vast majority of California cities that have experimented with red light cameras have come to regret their decision. The city council in San Mateo voted unanimously on Monday to become the latest jurisdiction to abandon photo enforcement after it came to light 985 tickets worth \$472,800 were issued at an intersection with the yellow warning light set to an illegally short duration.

The yellow light had been shortened from the state-mandated 3.6 second minimum to 3.4 seconds at the camera-enforced intersection of Saratoga Drive and Hillsdale Boulevard between December 4, 2018, and May 20, 2019. While 0.2 seconds does not sound like much, tiny changes in timing have a massive impact on violations. A Texas Transportation Institute study found that the majority of straight-through red light violations happen when a driver misjudges the end of the yellow light by less

than 0.25 seconds (view chart). The study also confirmed that longer yellows reduced accidents (view report).

"This error raised some concern from staff regarding the accuracy of the other intersections and an immediate audit and suspension of the program was initiated citywide," city manager Drew Corbett wrote in a memo to the city council. "During this review time, staff has concluded that the effectiveness of the program has decreased over time and that the public safety benefit is not significantly impacted by this labor-intensive and complicated program."

San Mateo will issue refunds to anyone affected by the shortened yellow, as it has done once before. In 2015, the city had been caught using similarly short yellows.

"Although the two occurrences of yellow light timing errors are distinctly different, staff believes operating a technical and

highly sophisticated automatic photo enforcement system with exceptionally strict standards that continue to change over time will inevitably yield additional human or technological errors," Corbett wrote.

Redflex Traffic Systems of Australia has been in charge of the program since 2005, issuing tickets at three intersections. In just the past six years, Redflex issued 27,708 automated tickets worth over \$13 million. Despite the firm's promise that these tickets would lead to a reduction in accidents, city staff found otherwise examining sixteen years of data.

"Neither the number of total collisions, number of red light collisions, nor the number of collisions occurring at the three photo enforced intersections have changed significantly over time," Corbett explained.



**Motorcycle Riders Foundation Awareness & Education (MRFA&E)**

was established to promote motorcycle awareness and education due to an ever-increasing rider population. No one is more concerned with rider safety than riders themselves, and obviously those best suited to educate newer riders are veteran riders.

**OUR MISSION:**

**Promote awareness and education in the motorcycle community to improve riders' safety.**

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**Motorcycle Riders Foundation Awareness & Education (MRFA&E)**  
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(202) 546-0983  
[www.mrfae.org](http://www.mrfae.org)



## What You Should Know About Motorcycle Clubs

<https://www.motorcycleprofilingproject.com>

William Dulaney, a retired professor at the U.S. Air Force Air Command & Staff College, has conducted extensive research on motorcycle club culture as an observer and a participant. In recent years, he has consulted on many cases in defense of members of motorcycle clubs ranging from illegal weapon charges related to get back whips, to the first Twin Peaks trial. His doctoral degree dissertation focused on the identity and culture of America's outlaw motorcycle community.

As experienced by Aristotle, Einstein, and countless doctoral dissertations [i], conclusions and perspectives often evolve based on many factors. These factors include time spent in the field of participant observation, more expansive data collection, and expansion of geographic regions analyzed in-depth. The study of motorcycle club culture is no different.

Although Dulaney observed at the time of his initial writings that they were limited by geographic region and time spent in the field of observation, as is common with early academic studies [ii] [iii], some of Dulaney's most recent observations based on years in the field were documented in a piece for CNN. [iv] He writes, "I've spent 15 years researching America's biker culture and I can say with some authority that the reality of everyday life in motorcycle clubs is neither dangerous nor exciting." So why might some people have a different view?

### Media drives public perception

Dulaney explains, "Americans have a long established canon from which they 'learn' about society from fictional dramas. And the more we watch shows like 'Sons of Anarchy,' the more a news story will seem to fit our mental construct of

"how those people are." And Dulaney's research on media coverage of motorcycle clubs shows that when MCs are in the news it's almost always for something terrible, not the numerous law enforcement abuses or profiling of patch-holders or the mundane everyday experiences of motorcycle club members. He continues, "But here's the thing: As we watch more crime drama, we perceive that crime is more prevalent than it actually is."

### The Blue Jay Syndrome

A criminal element exists in any large community. There are always "bad seeds." Dr. Dulaney would not disagree. But he would point to a phenomenon revealed by his recent studies that applies to motorcycle clubs termed The Blue Jay Syndrome. Like a blue jay robbing another's nest for resources, a tiny percentage of individuals are able to take advantage of the tight-knit structure of a motorcycle

club for their own selfish or even criminal purposes, and then flee the nest when they've depleted and damaged the structure. [v] Although this is not representative of the vast majority of motorcycle club members across the wide-spectrum of clubs, these false perceptions of widespread criminality are largely drawn by media constructs, both entertainment and sensationalized news.

### Findings related to profiling

Motorcycle profiling, an issue that has gained momentum in recent years and is now a national discussion, has also emerged in Dulaney's recent observations. He argues, "In over a decade of sifting through discovery evidence.

continued page 12



MORE FROM TOO BROKE 2019





# MORE FROM TOO BROKE 2019





# What You Should Know About Motorcycle Clubs (continued)

<https://www.motorcycleprofilingproject.com>

and testifying in federal RICO and state gang-enhancement trials across the US a model of law enforcement behavior has emerged. The model is simple: specific federal agents use various federal, state, and local police “motorcycle gang” task forces to profile members and friends of motorcycle clubs. The profiling ranges from pre-textual traffic stops intended to document identities and update gang-crime databases to the systematic deprivation of civil rights; with violations of the 1st, 4th, and 14th Amendments being most prevalent.”

### A shift to coexistence

Over the past 10 years, as awareness of motorcycle profiling has increased, combined with historical events like Waco, motorcycle club participation in the grassroots motorcycle rights movement has increased as well. Across America, this participation has resulted in more communication and cooperation among motorcycle clubs as it relates to common ground issues like profiling.

In terms of issues related to rivalries among motorcycle clubs, Dulaney’s more recent observations reveal more of a coexistence. At a funeral for a patch-holder killed in Waco, Dulaney witnessed members of “more than 50 other motorcycle clubs come together in peace to

mourn the passing of a man who touched the lives of so many in his community. This convergence of contrasting MC’s was no media stunt. There were no media in the funeral that day (although there was one white, unmarked van, out of which came uniformed men clad in body armor and armed with assault rifles).”

“As one who earns a living studying and teaching about threats to national security, it concerns me greatly to think that precious time, money, and manpower are wasted on targeting the wrong people. We have very real dangers to our society, our American way of life, but MC’s are unequivocally not among those dangers. In my experience, patch-holders represent the very people who protect us from those threats.”

### What drives people to MC’s?

So what really drives many people to motorcycle clubs? The answer must include the obvious love of riding motorcycles and a sense of brotherhood. But also, Dulaney argues, as a largely patriotic group, “MCs support a wide variety of local, national, and international charities that seek to end cancers, poverty, hunger and children’s diseases, but especially supported are disabled veterans organizations.”

But the connection to the charitable mission appears to run much deeper. Dulaney

writes, “Charity is to members of motorcycle clubs as gasoline and oil are to their machines. For some, it’s a major reason why they join and stay in MCs.”

### Perception is not reality

The mainstream news and entertainment media have created a perception of motorcycle clubs based on the highly sensationalized actions of the few.

As suggested by Dulaney’s most recent observations and study, this is now 2019, and the realities of society are different than they were even 15 years ago, and that includes the data. The conclusions based on the widest geographic sample, combined with years of observation, suggest that the mainstream media’s coverage of motorcycle clubs is like the Wizard of Oz, and the general public is susceptible to the same tactics of sensationalism.

### Endnotes

[i] <https://www.famousscientists.org/10-most-famous-scientific-theories-that-were-later-debunked/>

[ii] Dr. Dulaney warned in his 2006 dissertation that his study was based on limited participant observation data and therefore suffered. p.x- Participant observations were conducted from May through June 2004 across the United States, with the majority of data originat-

ing from the Southeast United States in general, and the northern Florida Panhandle in particular. Another limitation of this study is the short amount of time spent in the field. Ethnographers often spend months and years in order to arrive at an emic [meaning an inside] understanding of another culture. The present study suffers due to the fact that only a few months were spent recording data.

[iii] Dr. Dulaney testified in May 2018 that his current views, based on many years of participant observation, are different than they were in 2006. Dr. Dulaney’s current views are not geographically limited to the Southeast US and the Florida Panhandle. Rather, current conclusions are based on observing motorcycle club culture across geographic regions of the entire United States and many more years in the field.

[iv] <https://www.cnn.com/2015/10/06/opinions/dulaney-lisa-ling-motorcycle-clubs/index.html>

[v] Dr. Dulaney stated during an expert qualification hearing in 2018 that he has been developing the Blue Jay Syndrome theory for years now and was working on material for peer review and to publish.



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## From The Board Room



By Woody Phillips – Chairman

We are barely into summer and two board members have already had incidents on their motorcycles. Luckily both are well on the road to recovery but they gave us quite a scare. These are not crazy riders and if it can happen to

them, it can happen to you.

So please, be extra careful out there.

As of this writing we have not yet had our summer board meeting but it is coming up fast and it will be a busy one with committee reports and a discussion about the future of Too Broke for Sturgis (TBFS) on the agenda. The general public, and of course all members, are always welcome at our board meetings. If you are interested in attending to see what we do, just contact your chapter's Board Member for meeting dates, times and locations.

The board has hired a new Treasurer who has agreed to work pro-bono (meaning for FREE) and appointed a new Assistant Treasurer. These two ladies will get us through to the end of the year when state

wide elections will elect new, or re-elect current, state officers for 2-year terms. At that time the Board will make a decision regarding a new State Treasurer. Meanwhile, if you have ideas you wish that ABATE would act on, or just feel like fighting for your rights or safety, please consider running for a state-wide or chapter level position. Since it is so difficult to get people to step up, we often end of with important positions unfilled or at least un-contested. What happens then is some people take on multiple positions and the end result is that far too few people end up running the organization. We all do MUCH better when we have more ideas and brains working on issues than when we have fewer, so please think about it.

Later this month I will be meeting with Mick Degn who is the Executive Director

of the Arizona Motorcycle Safety and Awareness Foundation (AMSAF). These are the folks who put on Riding for the Long Haul each year (a great event I highly recommend). They also provide scholarships to help with the cost of rider courses in an effort to have all riders in Arizona better prepared (and endorsed) to tackle the streets and highways of Arizona. Mick and I are working on ways that ABATE and AMSAF can work together to improve safety training for riders and motorists alike. I'll report back in next months column on where this initiative is headed.

Meanwhile, Have Fun, Ride Free, Ride Safe, Ride Endorsed and watch those intersections!

## San Antonio Police Say Wearing MC Colors In Public Is A Crime

<https://www.motorcycleprofilingproject.com>

Motorcycle profiling is an epidemic in Texas demanding judicial and legislative relief. It appears that the level of unconstitutional absurdity has reached new heights. As captured on video, members of a motorcycle club were cited by officers in San Antonio for Disturbing the Peace for displaying their motorcycle club insignia in public, which the officers considered a public display of gang colors. The officer's actions are outrageous and blatantly unconstitutional under both the 1st and 4th Amendments to the US Constitution. All officers in San Antonio, and throughout Texas, should immediately cease and desist from any further illegal seizures and citations based on the fact that a person is riding a motorcycle or wearing motorcycle club-related insignia.

### Motorcycle profiling an epidemic in Texas

This incident in San Antonio is only one of the most recent incidents documented and reported across the state. According to the 2018 National Motorcycle Profiling Survey (NMPS) Executive Summary, Texas is among the worst states for reported incidents of profiling in America. The 2018 NMPS confirms the wide-held belief among motorcyclists in Texas that incidents of profiling have dramatically proliferated since the Twin Peaks tragedy that occurred on May 17, 2015. The 2018 NMPS shows a 100% increase in the percentage of survey participants reporting incidents of profiling in Texas since 2013.

### Impact on civil liberties

Being stopped and cited for wearing motorcycle club colors under the guise of disturbing the peace would be laughable if it weren't actually happening. Wearing motorcycle club colors in public has been

recognized by federal courts as expressive conduct protected by the 1st Amendment. Moreover, wearing motorcycle club colors is not reasonable suspicion of a traffic infraction or criminal activity, the minimal threshold for a seizure under the 4th Amendment.

Independent of this obvious misapplication of statute, profiling incidents take many forms and impact a wide array of civil liberties. Motorcycle club members with a legal License to Carry have been arrested for possession of legal firearms simply for being a member of a motorcycle club. Club members have been stopped and threatened with jail if they didn't submit to having every tattoo on their bodies photographed against their consent. Unfortunately, the fact that these attacks on civil liberties impact well established rights and fly in the face of well established judicial precedent has not been a deterrent to law enforcement.

### Video is critical to fighting back

The video captured in San Antonio could be a critical piece of evidence demonstrating the essential facts required to successfully defend against the infraction and maybe file for an injunction against the practice of stopping and/or citing a person for wearing motorcycle club colors. The facts are all contained in a short video. The individuals in the video are being cited for Disturbing the Peace because wearing motorcycle club colors is displaying gang colors in public. This video makes these facts irrefutable.

Independent of judicial applications, this video and incident also help establish a tangible pattern of profiling necessary for legislative relief. Seeing is believing and nothing has worked better than video in the MPP's opinion.

## Blue Collar Build Off 2019

<https://quickthrottle.com>

By Rob Borden

In only its third year, the Blue Collar Build Off is making a huge splash in the "low budget, amateur bike building" world. It has already been featured all over the country in everything from internet blogs, to mainstream radio, national magazines, newspaper headlines and even the ABC News.

Rob Borden, BCBO founder, says that competitors have only thirty days to turn some old donor bike, or scrap parts into a completely functional, badass motorcycle. And they are only allowed to spend \$1,500. "They start off with a donor bike, or a pile of parts, which most of the time contains all of the components of a working motorcycle. They must take what they have, and are only allowed to spend up to \$1,500 on missing parts, supplies, customization, etc..." says Borden.

"All teams start off on a pretty level play-

ing field as far as their donors. What sets them apart, is what comes next. Thirty days of intense, grueling labor. Teams are comprised of up to four people, most of whom are unknown, home garage motorcycle enthusiasts, and maybe a few small, independent shops."

Rob says that the idea behind it is to show what small time, virtually unknown guys can do with average tools, average resources and a very limited budget. "The bikes that show up are amazing. You would never guess they were built out of some shitty old bike, and only \$1,500."

What sets the winners apart is the amount of labor they put into their builds, and the quality of their work. "That is where the true investment is," says Rob. "A full month of labor, for up to four people on a team. You tell me what that is worth." Some teams do more than others, and some teams are more skilled than others. One team may only have \$2,000 "worth" of labor, while another team may have \$10,000 worth of labor. It is all relative.

Regardless, when you see most of these bikes, you will agree, they are NOT \$1,500 bikes.

After the build time is over, contestants make their treks from all over the country to Las Vegas, NV for a pre-show, followed by a group ride the following morning to the Saddle Sore Ranch, near Kingman, AZ. The approximately 120 mile ride is a "proving ride" of sorts. Bikes that are unable to complete the ride under their own power are disqualified from the final judging.

Upon arrival, they ride into the "West Coast Rendezvous" which is in full swing at the ranch at that time, with bands, vendors, biker games, onsite camping, nightly campfire parties and more. An old school, biker rodeo camping event. Bikes are lined up by the stage, and a panel of judges start their judging process by meticulously going over each bike, their complete photo album from start to finish AND the ledger where they must account for every penny spent on their build. Any

discrepancies can be grounds for disqualification.

This year's winners were: 1st Place Harley & Best Of Show – Dysfunctional Veterans (St Robert, MO); 2nd Place Harley – Illinois Tall Boys (Hartford, IL); 3rd Place Harley – Conaway Customs (Fairview Hts, IL); 1st Place Metric – Poundtown Choppers (Grand Island, NE); 2nd Place Metric – Kitchen Crew (Las Vegas, NV); 3rd Place Metric – Team DK (Las Vegas, NV); SSR FAVORITE – Falling Rocks (Ramona, SD); The CLEETUS Award – Iron Misfits (Aurora, NE).

Blue Collar Build Off 2019 is sponsored by Samson Exhaust, Red Rock Harley-Davidson, Quick Throttle Magazine, Motorcycle Tire Center, Legal Ride, Rider SOS Accident Fund, Steve Soffa-Artist & Designer, Ricky Bongos USA, Saddle Sore Ranch, Mexican Moonshine Tequila, Chrome Factory, Hogs & Heifers Saloon, Biker Atlas and more. Photography by Barrie J Berry Jr, and Gene Mulcahey.

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## Federal Class Action Possible Against Rental Car Traffic Tickets

<https://www.thenewspaper.com>

awsuit against Avis Budget rental car over automatic payment of traffic tickets could become nationwide class action.

Avis Budget Verra Mobility logo

A federal judge in New Jersey will soon decide whether to certify a class action lawsuit against Avis Budget Group for the way the company uses American Traffic Solutions (ATS, now known as Verra Mobility) to handle traffic tickets issued to car renters. US District Judge Claire C. Cecchi had previously ruled that there is sufficient evidence that motorists are being ripped off by an "unconscionable" rental agreement that cuts off the customer's ability to challenge unjust fines.

Lawyers for renters Dawn Valli and Anton S. Dubinsky hope to take the case nationwide, with refunds for Avis or Budget renters who were accused of a toll or traffic violation and had ATS automatically bill the fine and administrative fee to the renter before the accused driver was even aware of the underlying accusation. This fully automated system is of particular benefit to ATS, which is often also the issuer of the ticket or toll violation notice. ATS/Verra Mobility is the nation's largest operator of red light cameras and speed cameras. Under the automated payment system, ATS or its competitors issue a photo ticket to Avis, as the registered owner of the rental car. Avis then pays the fine before notifying the renter about the accusation.

"By the time the notice has been issued, the class member's opportunity to

contest the fine has been lost," attorney William J. Pinilis explained. "Avis Budget has paid the ticket, effectively admitting the class member's guilt... the only remaining step is defendants' collection of the amount paid from the class, along with the handling fee."

In Valli's case, the handling fee of \$30 was added to the \$150 photo radar ticket that ATS itself generated in Washington, DC. The ATS camera photographed the rental car that Valli and her husband picked up from Baltimore-Washington Airport on June 11, 2014. After receiving the notice of the ticket through ATS working for Avis (rather than ATS working as the District's speed camera operator), Valli tried to challenge the citation. She was told it was too late to do so.

Avis admitted in court filings that its

rental contract does not disclose the amount of the handling fee, but the firm has denied any wrongdoing. The court found that it would be appropriate for a jury to decide whether any fraud was involved in the rental agreement.

"This lack of clear and comprehensive disclosure of plaintiff's liability for fines accrued against the vehicle absent prior notice and the opportunity to contest such fines is sufficient to allege defendants' intent or knowledge to conceal or omit a material fact," Judge Cecchi ruled.

The decision on whether to certify the case as a nationwide class action is expected later this year. ATS/Verra Mobility was dropped from the lawsuit in 2016.

## Federal Court Blasts Insurance Attempt To Avoid DUI Liability

<https://www.thenewspaper.com>

Fifth Circuit US Court of Appeals ruled denies insurance company attempt to evade liability by claiming drunk driving accidents are not accidents.

Cincinnati Insurance logo

Accidents involving drunk drivers are just that -- accidents -- according to a ruling last week by the Fifth Circuit US Court of Appeals. A three-judge panel rejected as absurd an attempt by an insurance company to evade financial liability by arguing otherwise.

"Only an insurance company could come up with the policy interpretation advanced here," Judge James C. Ho wrote for the panel. "Cincinnati Insurance

Company theorizes that its automobile policies do not cover injuries caused by drunk driving collisions, because such collisions are not 'accidents.' Its logic is this: intentional acts are not accidents, and drunk drivers make the intentional choice to drink and then drive."

Carlos Xavier Sanchez was drunk when he got behind the wheel of his Advantage Plumbing Services work truck on September 14, 2014, in San Antonio, Texas. He subsequently slammed into the car driven by Richard Brett Frederking who was making a legal left turn into Roosevelt Avenue. A jury ordered the plumbing company and Sanchez to pay the victim \$137,025 in compensation for the serious injuries he suffered and \$207,550 in "exemplary damages" for negligence in hiring an unlicensed driver.

Cincinnati Insurance refused to pay the latter amount, forcing Frederking to sue.

The Cincinnati Insurance policy states it covers up to \$1 million in damages from "accidents" that produce injuries. The appellate judges noted that if they accepted the company's theory about the meaning of 'accident,' Cincinnati Insurance would pay out far less in compensation in cases that had nothing to do with driving under the influence (DUI).

"As counsel acknowledged during oral argument, a collision caused by texting while driving would also not be an accident," Judge Ho explained. "A collision caused by eating while driving would not be an accident. And a collision caused by doing makeup while driving would not be an accident. In each of these scenarios,

after all, a driver has made an intentional decision that contributes to an accident."

The ruling was a rebuke to US District Judge Xavier Rodriguez, who sided with Cincinnati Insurance and its interpretation of accident, forcing Frederking to appeal.

"This is implausible on its face," the appellate judges concluded. "Indeed, it would defeat the widely held expectations of the countless insureds who purchase automobile insurance precisely to protect against these kinds of 'accidents.' In sum, we have no difficulty concluding that drunk driving collisions are indeed 'accidents,' as a matter of common parlance as well as proper policy interpretation."



## Run With The Pups

On Saturday, July 13, 2109 the Old Bustards MC - Payson held their annual “Run With The Pups” to benefit The Humane Society of Central Arizona. The OBMC – Payson are member sin good standing of High Country Chapter of ABATE of AZ. Photo by Woody Phillips – High Country Chapter Communications





# Hall of Fame Highlight Class of 2019

<https://blog.bikernet.com>

The Sturgis Motorcycle Museum & Hall of Fame is featuring Hall of Fame Highlights of this year’s outstanding new group of inductees. Here is a glimpse at what they had to say. For the full story join us at the 2019 Hall of Fame Induction Ceremony (tickets available below). Congratulations and welcome Freedom Fighter Vince Consiglio.

\*Please note: Hall of Fame Highlights will be published as we receive them from the Inductees. We look forward to sharing information about all of our Inductees in the weeks and months to come.

reedom Fighter – Vince Consiglio

A true Detroit product, Vince Consiglio worked his way through college working at all three of the big three at the time: Chrysler, GM, and Ford. However, when Consiglio’s factory jobs laid him off he took his first cross-country motorcycle ride from Detroit to Las Vegas; traveling Route 66 with just \$20 in gas and the freedom of the road. Riding free in California but not Michigan threw Vince in court in 1974. This experience, and his love of riding motorcycles, drove Vince to ABATE of Michigan in 1975. After several years of battling legislation, a number of ABATE Directors became

Motorcycle Safety Foundation (MSF) instructors in 1979 with the goal of establishing motorcycle education programs. Vince’s MSF programs helped lead to legislative success in motorcycle education. Today, the Detroit-Metro Regional Program is run through Schoolcraft College and is celebrating 100,000 student being trained from 1981-2019.

Vince holds firm that helmets do not prevent accidents. Rider education, tougher licensing, and motorcycle awareness are the keys to reducing motorcycle fatalities in Michigan.

Learn more about Vince Consiglio and all of the 2019 Hall of Fame Inductees on

August 7, 2019 at the annual Hall of Fame Induction Ceremony.  
2019 HALL OF FAME INDUCTION CEREMONY  
DATE AND TIME

WED, AUGUST 7, 2019

8:30 AM – 12:30 PM MDT  
LOCATION

THE LODGE AT DEADWOOD

100 PINE CREST DRIVE

DEADWOOD, SD 57732

# Harley-Davidson releases more information on is all-new, all-electric LiveWire motorcycle

<https://www.cyclenews.com>

This is a press release from Harley-Davidson...

Milwaukee, WI (July 11, 2019) – The Harley-Davidson® LiveWire™ is an all-new, all-electric motorcycle; an exhilarating and evocative new model designed to offer the rider a high-performance motorcycling experience infused with a new level of technology, and the premium look and feel of a Harley-Davidson product.  
Harley-Davidson LiveWire

Propelled by the immediate torque of the H-D Revelation™ all-electric powertrain, the LiveWire motorcycle is capable of rapid acceleration with just a twist of the throttle – no clutching or gear shifting required. An optimized center of gravity, rigid aluminum frame and premium adjustable suspension components give the LiveWire motorcycle dynamic handling. With up to 146 miles of range, performance is optimized for the urban street-rider.

The LiveWire model is the first in a broad portfolio of electric two-wheelers designed to establish Harley-Davidson as the leader in the electrification of motorcycles. Its debut is a significant part of the More Roads to Harley-Davidson plan to accelerate building the next generation of riders through new products in additional motorcycle segments, broader access and a commitment to strengthen dealers globally.

The LiveWire motorcycle will be available in 2019 through select authorized Harley-Davidson dealerships in the United States, Canada and most European countries where Harley-Davidson conducts business, with expanding global availability planned for 2020 through 2021. LiveWire MSRP is \$29,799\*.

The LiveWire Motorcycle Riding Experience

The LiveWire model offers an all-new motorcycling experience – accessible to new riders and thrilling for accomplished motorcyclists. The LiveWire motorcycle radically alters many of the sensations that have previously defined motorcycling; the H-D Revelation powertrain delivers extreme power in a seamless rush while the simplicity of operation allows the rider to focus more completely on the real thrill of motorcycling—the dynamic sensations of acceleration and motion.

Amazing acceleration: The instant torque provided by the H-D Revelation powertrain delivers exhilarating acceleration from a stop; the LiveWire motorcycle can rush from 0 to 60 mph (0 to 100 kph) in 3.0 seconds and 60 to 80 mph (100 to 129 kph) in 1.9 seconds. Because maximum torque is always on tap, roll-on acceleration for passing from any speed is outstanding.

Twist-And-Go: Electric power requires no clutch and no gear shifting, greatly simplifying operation for new riders. All riders will also appreciate the braking effect of the power regeneration mode as it adds charge to the battery, especially in urban traffic that often requires a lot of slow-rolling and stop-and-go riding.

Minimal NVH (Noise/Vibration/Harshness): The H-D Revelation electric powertrain produces minimal vibration, very little heat, and minimal noise, all of which enhance rider comfort. When the rider activates the LiveWire motorcycle powertrain, the electric motor will produce a subtle pulsing of torque, a heartbeat sensation designed to let the rider know the bike has come to life and is ready to ride. The pulsing ceases when the motorcycle begins to move, and resumes when the motorcycle comes to a stop. The LiveWire model is designed to produce a mechanical signature Harley-Davidson sound as it accelerates and gains speed; a new sound that represents the smooth, electric power of the LiveWire motorcycle.

Ease of Maintenance: The LiveWire motorcycle is convenient to own because many of the routine maintenance items required of a motorcycle powered by an internal combustion engine are eliminated: there’s no engine oil to change, and no spark plugs, air filter or primary drive to service. Electric power also eliminates maintenance issues associated with ethanol-blend gasoline and off-season storage. The LiveWire motorcycle does require inspection or service of some mechanical and consumable items, such as the drive belt tension, gearbox oil, brake fluid and brake pads, and tires, at recommended intervals and pre-ride. The high-voltage battery has a five-year, unlimited-mileage warranty.

Performance and Range Optimized for the Urban Rider: The high-voltage battery provides 146 miles (235 km) of city range or 95 miles (152 km) of combined stop-and-go and highway range as measured using the MIC City and MIC Combined

tests\*\*. DC Fast Charge (DCFC) technology provides a 0-80 percent of battery charge in 40 minutes or 0-100 percent charge in 60 minutes.

Leading in Electrification: Harley-Davidson has committed to lead in the electrification of motorcycling and creation of a strong network of charging stations globally is part of that commitment. Harley-Davidson is focused on providing ample opportunities for riders to charge their motorcycles – at home, at authorized Harley-Davidson dealerships, and at other convenient places. All participating authorized Harley-Davidson dealers selling the LiveWire model will offer a public DCFC charging station at their dealership. U.S. LiveWire customers will receive free charging on ChargePoint stations at participating LiveWire dealers for the first two years. Additionally, Harley-Davidson will provide U.S. LiveWire owners with 500 kW of free charging service at Electrify America DCFC charging stations.

High-Performance Handling and Control: The LiveWire motorcycle is designed to deliver nimble, agile handling for confident control on urban streets and a thrilling ride on curving backroads.

The center of gravity has been optimized to enhance traction, braking, and cornering performance.

A lightweight cast aluminum frame is extremely rigid and contributes to the precise, responsive handling that makes the LiveWire model exciting to ride in any situation.

Premium high-performance SHOWA® BFRCTM (Balanced Free Rear Cushion-lite) mono-shock rear suspension is fully adjustable and designed to deliver a comfortable ride and precise handling.

Premium SHOWA® SFF-BP® (Separate Function front Fork-Big Piston) front suspension matches the performance and adjustability of the rear shock and delivers exceptional low-speed damping control – ideal for composed control in typical urban riding conditions.

Brembo® Monoblock front brake calipers grip dual 300 mm-diameter rotors and deliver outstanding power with a crisp feel for confident braking performance.

Premium co-branded H-D®/Michelin® Scorchers Sport tires (180mm rear and 120mm front widths) are designed specifically to enhance the handling performance of the LiveWire model.

LiveWire Motorcycle Technology

The LiveWire motorcycle is equipped

with a full suite of electronic rider aids and interfaces for a completely connected experience. (See a separate release for more LiveWire Technology details)

The Reflex Defensive Rider Systems (RDRS) utilize Cornering Enhanced Anti-lock Braking System (C-ABS), Cornering Enhanced Traction Control System (C-TCS) and Drag-Torque Slip Control System (DSCS) to give the rider more confidence and control in less-than-ideal situations.

A 4.3-inch color TFT touchscreen (thin-film-transistor, a type of liquid-crystal display noted for high image quality and contrast) located above the handlebar offers the rider a wide range of information on a display that’s bright and easy to read.

Seven selectable Ride Modes electronically control the performance characteristics of the motorcycle and the level of RDRS intervention.

A Daymaker® LED headlamp cleanly illuminates the road with brilliant light. LED signal, brake and tail lamps are bright and conspicuous in traffic.

H-D™ Connect service technology provides cellular connectivity that can link a LiveWire owner with their motorcycle through their smart phone using the latest version of the Harley-Davidson™ App.

LiveWire Motorcycle Styling/Design

The LiveWire model creates a design foundation for coming Harley-Davidson electric vehicles that projects authentic Harley-Davidson styling.

The LiveWire follows a key Harley-Davidson styling dictum: the focus is on the motor. Just as the engine is the most eye-catching element – the crown jewel – of every previous Harley-Davidson motorcycle, the H-D Revelation electric motor is the first-look focus of the LiveWire motorcycle. Its bright case and mechanical, muscular shape is meant to convey the power it contains.

The cast-aluminum case for the high-voltage battery has been deliberately, highly styled with functional cooling fins that suggest the attractive, repetitive horizontal cooling fins on an air-cooled engine.

The rear fender hugs and moves with the wheel so that it almost disappears from sight. This permits the high, wasp-like contour of the tail section below the seat.

continued page 16



# H-D releases more information on is all-new, all-electric LiveWire motorcycle

A paint treatment was selected to reflect the advanced technology of the LiveWire motorcycle. The tone of this paint finish gives it the look of anodized metal and is available in two exclusive colors: Yellow Fuse, and Orange Fuse. The LiveWire model is also available in Vivid Black. A selection of new accessories specific to the LiveWire motorcycle will be available at launch, including a two-up seat and tail section, a speed screen blade, decorative

trim, hand and foot controls and a motorcycle cover with a charging cord port. Many existing Harley-Davidson® Genuine Motor Parts & Accessories, including hand and foot controls, mirrors and Spectra Glo™ decorative lighting, may also be used to customize the LiveWire model.

\* Prices listed are the Manufacturer's Suggested Retail Prices for base models.

Options such as color are available at additional cost. Prices exclude tax, title, licensing, registration fees, destination charges, added accessories, and additional dealer charges, if any, and are subject to change. Harley-Davidson reimburses dealers for performing manufacturer-specified pre-delivery inspection and setup tasks. Dealer prices may vary.

\*\*Riding range estimates provided fol-

lowing SAE J2982 Riding Range Test Procedure and are based on expected performance of a fully-charged battery when operated under specified conditions. Actual range will vary depending on riding habits, ambient weather and equipment conditions.

For more information, visit [h-d.com](http://h-d.com).

## An Impeccable Man

<https://www.cyclenews.com>

Rennie Scaysbrook

Carlin Dunne died while competing at the 2019 Pikes Peak International Hill Climb—the 97th running of the second oldest motorsport event in the U.S. behind the Indianapolis 500.

The 36-year-old from Santa Barbara on the Californian central coast was in perilous form, which I can personally attest to, as it was me with whom he was competing for the King of The Mountain crown.

Dunne's death cast a shadow as tall as the man himself across what was until that point an incredible week of competition. In the race, I had just broken the record for the fastest time in the history of the event, but Dunne was on course to not just beat that time, but to completely annihilate it. Race officials put his estimated race time in the nine minutes 32 second bracket. Let that sink in for a minute. That would have been 17 seconds up on Chris Fillmore's 2017 race run.

He crashed less than 100 feet from the finish line. The flag was in eye view. The record would have been mine for about two minutes and 20 seconds.

I have been riding motorcycles for 34 years and racing them for 30, and my riding during my run of 9:44.963 was most likely the

finest of my life. Carlin bought out the very best in me that day, but it still wouldn't have been enough to beat him. I'm okay with that.

Carlin and I met during my rookie season at Pikes Peak in 2016, when I had turned up to America's Mountain with about as much knowledge about the task at hand as the first time you try and chat up a girl in school. He towered at least three inches taller than me. His chiseled features and athletic build matched to a demeanor so approachable, he became impossible not to like.

During my rookie year, Carlin was part of the Squadra Alpina program created by Ducati to help rookie competitors at Pikes. At the time, Carlin had taken a break from the sport, having won three previous titles—two for Ducati, and one for Lightning on the LS218, in what is still the only outright win for an electric motorcycle at Pikes Peak.

I can remember one specific point he helped me during practice in The W's section. Consistently struggling to match the pace of Kawasaki's French star Bruno Langlois, Carlin could see I was frustrated. Asking me what the issue was, I explained to him I couldn't find the extra three seconds I needed to match Bruno. Dunne then formulated a plan for me, using common sense and a calm deliverance to feed me the information that was, in all honesty, clear for all to

see—except me, as I was a ball of rage at the time.

With a new rear tire, I put it all on the line. I knew the run was good. Better than good. And I expected to see my name at P1 on the timing sheet. Sadly, I never did, as the hand timing used then at Pikes Peak's middle section was not taken, and I registered no lap time. To say I was livid would be the understatement of the year.

Still, Carlin's advice stayed with me, and I used it as best I could over the years, especially when trying to beat him in the last two outings. Our battle in 2018 was nothing short of epic. Dunne beat me by 0.692 seconds, the closest finish in racing history at Pikes Peak. I was distraught. I'd come so, so close. I wanted that win so bad, and to beat him in the process would have made it even sweeter.

However, Carlin was gracious in victory and admitted to me I'd pushed him harder than anyone had ever done at America's Mountain. That quote now has much more weight to it considering the outcome of this year's event.

The 2019 race had lots of pressure for Dunne. Ducati loves the mountain, and wanted a good showing for their new prototype Streetfighter ahead of the model's relaunch at EICMA this year. Competing in the Exhibition Powersport class, Dunne was effectively just racing against himself. He

was so much further in front that it was just him versus the clock. A victory was a certainty, as was the outright lap record. It was just a matter of by how much.

When Chris Fillmore broke the news of Carlin's passing to me and Dunne's teammate Codie Vahsholtz atop America's Mountain, it didn't seem real. It still doesn't. The magnitude of Dunne's death is on par with that of David Jefferies' at the 2003 Isle of Man TT. Jefferies, too, was the absolute man of his chosen arena. This year, the mountain claimed Dunne for itself, and when are all the poorer for it.

However, the greatest tragedy of Carlin's passing only struck me on Tuesday morning, two days after race day, at about 6:00 a.m. when my son charged into my wife's and my bedroom, grabbed me by the finger and dragged me out of bed and downstairs to play with toy cars.

I'd never been so happy to be woken long before I intended to get up, and this is one of the many things the forever-young Carlin Dunne will miss out on. His Australian Cattle Dog, Sonny, has lost his mate. Friends and family have lost an integral person in their lives, and motorcycling has lost not just a great champion but a humble, respectful human being with no airs or graces. He was an impeccable man.

Godspeed, Carlin Dunne. You are the true King of America's Mountain.

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NCOM






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David Stringer	1	R	Email: DSTRINGER	Room 308	(602) 326-4838
Arlando Teller	7	D	Email: ATELLER	Room 115	(602) 326-3083
Raquel Terán	30	D	Email: RTERAN	Room 117	(602) 326-3308
Bob Thorpe	6	R	Email: BTHORPE	Room 130	(602) 326-5219
Ben Toma	22	R	Email: BTOMA	Room 312	(602) 326-3298
Kelly Townsend	16	R	Email: KTownSEND	Room 207	(602) 326-4467
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# Rider Ed Courses in AZ

Locations						
Site	Website	City	Zip	County	Email	Phone
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RIDE SMART M/C TRAINING	<a href="#">View</a>	PHOENIX	85023	MARICOPA	<a href="#">Click Here</a>	(623) 877-5425
T.E.A.M. Arizona - Chandler/Gilbert	<a href="#">View</a>	GILBERT	85233	MARICOPA	<a href="#">Click Here</a>	(480) 998-9888
GILBERT PUBLIC SCHOOLS (PARKING LOT)	<a href="#">View</a>	GILBERT	85234	MARICOPA		(480) 894-0404
T.E.A.M. Arizona - Scottsdale	<a href="#">View</a>	SCOTTSDALE	85260	MARICOPA	<a href="#">Click Here</a>	(480) 998-9888
CHANDLER HARLEY-DAVIDSON	<a href="#">View</a>	TEMPE	85283	MARICOPA		(480) 496-6800
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DEER VALLEY HIGH SCHOOL	<a href="#">View</a>	GLENDALE	85308	MARICOPA		(623) 247-5542
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Pima Community College	<a href="#">View</a>	TUCSON	85707	PIMA		(520) 206-3981
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MOHAVE COMMUNITY COLLEGE	<a href="#">View</a>	KINGMAN	86401	MOHAVE		(928) 757-0825
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JB'S RESTAURANT	<a href="#">View</a>	MOHAVE VALLEY	86440	MOHAVE	<a href="#">Click Here</a>	(866) 668-6462

## ATTENTION ALL RIDERS

It has come to our attention that business establishments in Arizona may still be discriminating against motorcyclists. Please carry copies of this form with you at all times. Discrimination can range from a sign stating “No Colors” or “No Motorcycle Parking” or “No Motorcycle Attire” etc.,to simply being asked to leave a place of business , just because you are on a motorcycle or because of your riding attire. If anything like this happens to you, PLEASE fill out this form in its entirety and send it to the address below. Your lobbyist cannot get sponsorship for “equal access” legislation, without evidence of this type of discrimination.

### Documentation of Discrimination

DATE: \_\_\_\_\_ Business Phone \_\_\_\_\_

NAME OF ESTABLISHMENT: \_\_\_\_\_

BUSINESS PHONE (with area code): \_\_\_\_\_

BUSINESS - FULL ADDRESS: \_\_\_\_\_

NAME / POSITION OF PERSON ENFORCING POLICY: \_\_\_\_\_

WRITTEN STATEMENT OF DISCRIMINATION (use back if needed): \_\_\_\_\_

YOUR NAME (please print): \_\_\_\_\_

YOUR PHONE (with area code): \_\_\_\_\_

YOUR SIGNATURE: \_\_\_\_\_

\*\*\* INCLUDE ANY PICTURES OF DISCRIMINATING SIGNS POSTED \*\*\*

Mail To:  
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## Important Phone Numbers

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24-Hr. Legal Assistance  
for all accidents

**Aid to Incarcerated Motorcyclists A.I.M. - (800) 235-2424**  
24-Hr. Legal Criminal Defense

**National Legislative Hot Line - (800) 300-NCOM**  
24-Hr. Motorcycle Legislative Alerts

**National Coalition of Motorcyclists NCOM- (800) 525-5355**  
Fighting for Bikers Rights

**Confederation of Clubs. - (800) 531-2424**  
Motorcycle Clubs Fighting Against Discrimination

**Motorcycle Riders Foundation**  
**Washington D.C. Office**  
**(202) 546-0983**

# RIDERS REJOICE AS LEGO GROUP INTRODUCES LEGO® CREATOR EXPERT HARLEY-DAVIDSON® FAT BOY®

https://blog.bikernet.com

Billund, Denmark (July 9, 2019) – Today, The LEGO Group revealed its latest LEGO® Creator Expert model – a Harley-Davidson® Fat Boy® that will cruise into LEGO Stores globally on August 1, 2019.

Developed in collaboration with Harley-Davidson, this detailed LEGO interpretation of the iconic Milwaukee motorcycle captures the beauty of the real-life machine with finishes, surfaces, and design elements crafted to replicate the full-size Harley-Davidson Fat Boy. Featuring 1,023 pieces, the model comes complete with solid-disc wheels, teardrop fuel tank, integrated speedometer, and dual exhaust pipes.

The finished model measures over 7 inches (20 cm) high, 7 inches (18 cm) wide and 12 inches (33 cm) long and features several moveable parts for owners to engage. Spin the rear tire to see the Milwaukee-Eight® engine with moving pistons and dual exhaust pipes, spring to life. Turn the handlebar, move the gear shift and brake levers, and flip down the motorcycle’s kickstand for easy parking. Finished with an authentic dark red and black color scheme with Harley-Davidson® logos on each side reflective of the 2019 Fat Boy motorcycle’s Wicked Red paint scheme, it’s a perfect display centerpiece for any home, office, or anywhere to channel the inspiration to ride.

“Bringing this Harley-Davidson motorcycle to life in brick form is incredibly exciting,” said Mike Psiaki, Design Master at LEGO Group. “The model truly captures the iconic design, advanced engineering and attention to detail of this iconic motorcycle, offering an immersive building experience and a unique collector’s item for Harley-Davidson enthusiasts and LEGO fans of all ages.”

“It’s been exceptionally exciting for Harley-Davidson to collaborate with the LEGO Group – another brand that champions creativity and expression,” said Heather Malenshek, Chief Marketing Officer at Harley-Davidson. “Not only do we want customers to be inspired by the end result, we want them to enjoy the building process.”

“The authenticity of Harley-Davidson design comes by sweating the details from start to finish.” said Brad Richards, Vice President of Styling & Design, Harley-Davidson. “We looked at every nut and bolt on the bike, all the finishes, and every small detail. Working with the LEGO team on this project allowed us to bring that same attention to detail to a collaborative product, and to celebrate a brand that inspired the imagination and creativity of many of us at Harley-Davidson from a young age, including myself.”

To celebrate the launch, LEGO Master Builders created a life-size model of the motorcycle, complete with silver coated parts, Wi-Fi animation control, sound and light effects to imitate a real Harley-Davidson® Fat Boy® and 6,000 special LEGO elements. The extraordinary creation took 865 hours to build, is made of 69,569 pieces and will be on display at select LEGO stores and Harley-Davidson events for fans to see.

The LEGO Creator Expert Harley-Davidson® Fat Boy® model is available for \$99.99 directly from LEGO Stores and shop.LEGO.com exclusively for VIP members beginning July 17, 2019, with general public availability beginning August 1, 2019. Customers in the United States will also be able to purchase on Harley-Davidson.com and through Harley-Davidson Dealers across the country.





# ABATE of Arizona Life Members

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Angelique Perea	Dan Peterson	Indy Turner	Kurt Kreckler	Robert Haring
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Dale Dobson	Gloria McCormack	Keith Braunschweig	Rick Hogsten	Wade Milner
Dale Johnson	Harold McCormack	Ken Nagel	Robert Bredernitz	William Hurst



## An Honorary Motorcycle Ride across South Dakota

<https://blog.bikernet.com>

As a group of 10 Navy sailors rode their motorcycles Sunday into Mitchell, the bikers gathered at the Corn Palace to honor one of the greatest warships in the U.S. Navy’s history.

The revered USS South Dakota BB-57 warship is what helped inspire the bikers — who are all Navy sailors on the USS South Dakota SSN-790 — embark on a two-day “Ride Across South Dakota,” which began Sunday in Sioux Falls at the BB-57 memorial.

Thanks to J&L Harley-Davidson, out of Sioux Falls, the USS South Dakota SSN-790 submarine and BB-57 now have their own motorcycle that sat on display in front of the Corn Palace for several hours before the bikers continued their trek to Sturgis.

In honor of the battleship responsible for

helping defeat the Nazi regime during WWII, the customized Harley-Davidson features embolden letters that read “USS BB-57” next to the engine.

“This is a special experience to be a part of, and I want to thank the city of Mitchell for gathering here today to honor such a great warship,” said Craig Litty, commanding officer of the USS South Dakota SSN-790 submarine.

Litty began the ceremony by gifting the city of Mitchell a folded American flag and a commemorative document out of thanks for hosting the event, in which Mitchell Mayor Bob Everson accepted the memorabilia on behalf of the city.

Prior to the brief ceremony that united roughly 40 people to witness the honorary event, Litty gazed at the military-themed corn murals. He said the support for the memorable Ride Across South Dakota has been a humbling experience.

“We are very proud of this bike, and it

will be going to a special place,” Litty said of the customized SSN-790 and BB-57 Harley-Davidson bike. “We serve for our country and all of you, and this our way of showing thanks to your support.”

The 10 Navy bikers took turns riding the Harley-Davidson Street Glide motorcycle throughout their journey across the state, which concluded at the Sturgis Motorcycle Museum, where the special bike was inducted into the Motorcycle Hall of Fame.

Tom Muenster, retired Navy commander, said it’s the Navy’s first dedicated bike to receive an induction into the Sturgis Motorcycle Museum’s Motorcycle Hall of Fame. Muenster said past and present Navy service members will have the opportunity to rent the bike in Sturgis for an extended period of time.

“It’s amazing seeing how much bikers have rallied with us on the first part of our ride from Sioux Falls to Mitchell,” said Daniel Pelino, navigations and elec-

tronic technician for the USS South Dakota SSN-790 submarine. “We couldn’t be more thankful for the support we have had from South Dakotans, and it’s a testament to how proud people are of the Navy and military.”

Pelino is one of the 10 bikers who had the chance to ride the motorcycle, and said the group of Navy servicemen welcomed roughly 60 bikers on the first 58 miles of their trek across the state. All motorcyclists were able to join the honorary ride.

Pelino said he’s proud to be a part of the Navy’s most recent battleship, and sharing a motorcycle with the most decorated warship in the Navy’s history adds another memorable experience to his time serving in the military.

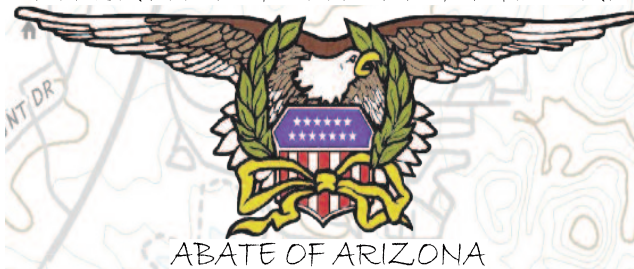
“It’s the newest battleship in the fleet right now, and we have a lot of comradeship on the ship,” Pelino said. “It’s an honor to serve with them.”

—The Daily Republic





DEDICATED TO FREEDOM OF THE ROAD



ABATE OF ARIZONA

# PRESCOTT POKER RUN

Sharlot Hall Museum ©



**DATE:** Saturday, August 17, 2019, 9:00 AM

**LOCATION:** Mark's Beer Garden, 1590 Swenson Street, Prescott AZ

Sign in at parking lot of Beer Garden at Yavapai ABATE Chapter Pop up "Station" along fence as you come down Meadowridge Rd from Iron Springs.

Sign in, get a map and leave at rider's own time. SIGN UP STARTS 9:00 AM first rider leaves by 10:00 AM.

**ENTRANCE FEE:** \$25.00 single/\$35.00 per couple - Open to public

Buy extra cards: up to 3 extra exchange card at \$5./ea. card (ACE HIGH OR LOW)

Poker stops: Start & End at Beer Garden; Burro Saloon; Star Island; Bob Billiards; Tony Toos; El Charro Norte

**FREE BONUS CARD** if you come back with business cards from all poker stops on the map.

**PARTICIPATE:** Pick up Business Cards at the Poker Run stops to bring back to Pop Up Station.

Last card drawn by 3:00 PM

**Lunch starts at Beer Garden at 1:00 pm** (pulled pork sandwich or order from menu).

Mark at the Beer Garden roasts his own pig for the sandwiches.

**Music by Muddbone:** starts at 3:00 PM

**Prizes are RAFFLE & 50/50**

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