



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

FEBRUARY 2019 VOLUME 27, ISSUE 4

THE ARIZONA 54TH LEGISLATURE



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Mike Infanzon
Legislative Director

The Arizona 54th Legislature 1st Regular Session has convened. Are you excited at the possibilities? I am! Opening day was great. Being able to meet with several legislators and speak about a few different issues got us off on the right foot for 2019. There is word that education will be the biggest focus during this session but there is also a “trimming down” of non-essential or outdated laws encouragement from Governor Ducey.

“Imagine if we took that same approach this legislative session regarding laws. We’re not short on laws here in our state. Over 107 years we’ve built up a hearty

11,000 plus pages.

Certainly, many of our laws have merit. But many don’t. So why does each legislative session seem to be a competition to pass the most new laws?

What if we found a way to get rid of old unneeded laws, rather than just creating new ones? If for every law we passed, we repealed three or if new laws had sunsets. I’m challenging this legislature let’s chop the stacks and stacks of statutes down, so that the laws make sense and are relevant to the Arizona of today.” – Governor Doug Ducey, State of the State address

Personally, I like this approach. Get rid of the outdated and bad laws that not only do nothing for our freedom but also nothing for our safety while we ride.

We are working on making sure a bill to stop motorcycle profiling is passed this session. This will encourage law enforcement to look internally to fix the issue without legislation demanding they do it. It will also urge law enforcement and motorcycle rights organizations like ABATE to sit at the table together to come up with a solution TOGETHER.

Look for texting while driving legislation

to be introduced this session as well. We have been trying to make sure that harsher penalties for distracted drivers are implemented, like we got accomplished last session with Maria Syms’ “Pam’s Law” that was signed into law, but also protecting the Constitutional freedoms we all enjoy.

We have been having discussions with law enforcement and legislators about lane splitting. There are so many on both sides of this issue, but we feel that it could impact safety of motorcyclists in a positive manner by helping to reduce so many rear end collisions that have taken many motorcyclists lives recently.

I hope you are planning to attend Motorcycle Day at the Dome on February 19th. It will be the perfect opportunity to speak to YOUR legislator face to face about the issues that impact us on a daily basis.

So, until next time...
Be good to one another and remember that freedom is a team sport.

Mike Infanzon
Legislative Director

ABATE of AZ,
7509 N. 12th St, #200
Phoenix, AZ
85020
abateofaz.org

Visit us on FaceBook facebook.com/AbateofAZ and facebook.com/pages/Too-Broke-For-Sturgis-Rally

ABATE OF ARIZONA LOCAL CHAPTERS

A.B.A.T.E. BOARD OF DIRECTORS AND OFFICERS FOR 2017 - 2018

Chairman.....Sean Pinder

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, 7509 N. 12th St, Phoenix. 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.....Dawn Steed

STATE OFFICER APPOINTED OFFICERS

Masterlink Editor.....Eric Hampton

A.B.A.T.E. State Officers For 2018

President.....Jim Butsback
 Vice President.....Brad Cosby
 Secretary.....Dawn Steed
 Treasurer.....Dawn Steed
 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.....Vacant
 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

Mailing address 7509 N. 12th St, #200, 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 FYI 602 312 1927

High Country Chapter

605 W. Arabian Way Payson AZ 85541

Coordinator.....Bill Hensler
 Vice Coordinator.....Bill Crull
 Secretary.....Amy Edwards
 Treasurer.....Debra Shaffer
 Membership.....Cecilia "CC" Ransom Phillips
 Run Coordinator.....Cecilia 'CC' Ransom Phillips
 Safety Coordinator.....Scott Elston
 Sgt. At Arms.....Lee Thompson "Cheyenne Kid" and Mark Fickel
 P.A.C.....Ruth Crull
 Communications.....Ed Howard
 Merchandise.....Christine Andrade

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.....Sunni Sommers
 Treasurer.....David McLaren
 Membership.....Sunni 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 Wednesday of the month 6:30 PM at: Moose Lodge #1860, 2620 Miracle Mile, Bullhead City, AZ 86442 Phone: 715-651-0770 thamedic1951@gmail.com



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.

Federal Appeals Court: Not Need For Passenger ID In Traffic Stop

https://www.thenewspaper

Ninth Circuit US Court of Appeals says police cannot demand ID from passengers during a traffic stop without reasonable suspicion of a crime.

Marsha S. Berzon
 Passengers do not need to hand over their identification during traffic stops, the Ninth Circuit US Court of Appeals on Friday. Non-drivers only need to show their papers if police have a specific reason to believe they are involved in a crime.

The appellate court reversed its previ-

ous rulings on the matter after considering the circumstances of a traffic stop that took place in Arizona on February 9, 2016. That morning, tribal police officer Clinton Baker stopped a car traveling near the Pascua Yaqui Indian reservation for allegedly exceeding the speed limit by 11 MPH. The driver handed over his driver's license.

The officer then said he smelled alcohol and believed the two women in the back-seat might be under 18, in violation of underage drinking laws and the reservation curfew. They were not -- one was 21, the other 19. The front seat passenger, Alfredo Enos Landeros, was 23 and did not look underage, but the officer demanded his identification anyway. Landeros refused. He was ordered out of the car and arrested for failure to identify himself and for an open beer can the

officer saw on the floor of the car.

Landeros was searched and six handgun cartridges were found in his pocket. Because he was a convicted felon, he was sentenced to 405 days in prison and three years on probation. He appealed on the grounds that the evidence against him was the fruit of an unconstitutional search. The appellate judges agreed with him, noting the US Supreme Court ruling in Rodriguez v. US (view ruling) prohibits police from prolonging a traffic stop by asking unrelated questions.

"Applying Rodriguez, we shall assume that Officer Baker was permitted to prolong the initially lawful stop to ask the two women for identification, because he had reasonable suspicion they were underage," Judge Marsha S. Berzon wrote for the panel. "But the several

minutes of additional questioning to ascertain Landeros's identity was permissible only if it was part of the stop's 'mission' or supported by independent reasonable suspicion.... A demand for a passenger's identification is not part of the mission of a traffic stop."

Because Landeros was obviously not underage, the officer had no independent reason to ask for his identification. Under Arizona law, the officer needed reasonable suspicion that he had committed a crime before ordering him to identify himself.

Would you like to receive The Masterlink digitally? It is posted monthly on the ABATE website - www.abateofaz.org. Opt out of the receiving the The Masterlink? Please contact the ABATE Office if you would like to no longer receive a hard copy of The Masterlink. 480-256-9237 or jpsilk2264@gmail.com

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.

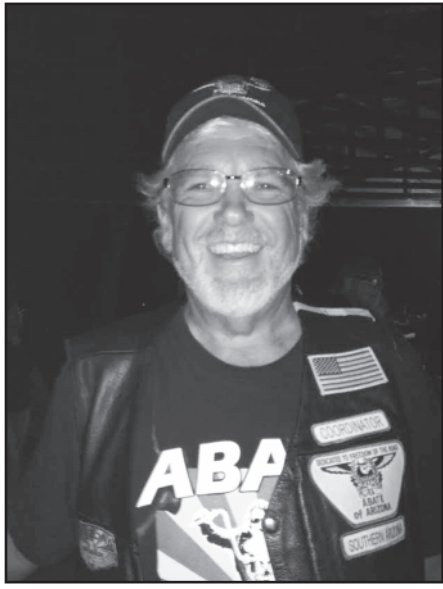
We will involve ourselves in fund raising to achieve our goal.

How to Reach Us

480-256-9237
For Advertising Rates
 Email Eric
 at themasterlink@abateofaz.org
 Or Mail Your Ads to:
 MasterLink, ABATE of Arizona
 7509 N. 12th St, #200
 Phoenix, AZ, 85020
MasterLink Advertising Rates:

Size	Monthly	Quarterly	Yearly
Business Card Size (3-1/2" w x 2" h):	\$20.00	\$60.00	\$200.00
1/8 Page (5-1/8" w x 4" h)	\$50.00	\$150.00	\$500.00
1/4 Page (5-1/2" w x 8" h)	\$70.00	\$210.00	\$700.00
1/2 Page (10-1/4" w x 8" h)	\$100.00	\$300.00	\$1,000.00
Full Page (10-1/4" w x 16" h)	\$200.00	\$600.00	\$2,000.00
Full Color Back Page (10-1/4" w x 16" h)	\$400.00	\$950.00	\$3,300.00

President's Report



By Jim Butsback

Greetings Brothers and Sister of ABATE of Arizona.

This has been a very busy month for me. As I write this it is the middle of January, the weather has been colder and wetter than most recent years, and this has had a big effect on motorcycling here in the Grand Canyon state. Many of our winter visitors who come for the weather are a little disappointed, and many of us who love that we can enjoy riding all 12 months have had to endure caging it more than we wish. I hope by the time this reaches you in February the weather is better and you have been able to get out and put it in the wind.

On January 5th ABATE of Arizona had our officer training for all the chapter officers throughout the state. It was great to see everyone there. There were many familiar faces of folks who have once again stepped up and volunteered their time and talents for the benefit of all of

us, and there were also a lot of new faces in the crowd of those who have taken the plunge and became officers for the first time. It is very heartwarming to see that this great organization is in such capable hands. During the training sessions we had a presentation on the new membership system. I would like to thank Woody and CC for all their hard work on this project.

While on the subject of membership I really would like to emphasize the in order to keep ABATE of Arizona a viable organization, we all need to do everything we can to promote membership in ABATE. If every member would recruit just one new member we would double our membership. Think about that and the impact it would have. If those in the state legislature saw our numbers growing at that rate they would take notice and realize that the motorcycle community is a force they have to pay attention to. SO please as you attend events or are out for your rides, be sure to carry several of our membership hand outs and ASK other riders to join and support ABATE. It is not enough to just hand them a form, you need to ask folks to join.

Too Broke for Sturgis is coming together quickly. We have many sponsors who have stepped up to support us as well as vendors being lined up etc.. The bands have been signed and a lot of work has gone into this year's event. TBFS is our main fund raising activity so please do everything you can to invite as many folks as possible so that this year's event will be a great one! Please save the dates - June 6th - 9th at Mormon Lake Lodge up in the beautiful Coconino Forest. There will be all the usual distractions so for more information please go to www.toobrokeforsturgis.com and check it

out. This is OUR event and how well it comes off reflects on ALL of US. In order to make it as great an experience as possible for all those folks who come up and drop their hard earned dollars to support US, we need YOUR help! Please plan on being one of those who rides up and supports motorcycle rights here in Arizona, and while you are there please volunteer to work at least one shift to help make this event be as great as it can be.

This year's Motorcycle Day at the Dome is February 19th! This is a Tuesday this year. This is an annual event where all of the Motorcycle Rights Organizations (MROs) come together to lobby our state elected officials at the Capitol Dome in Phoenix. Once again we will be doing lunch on the lawn in front of the Capitol with those officials who can come out and join us. It is very important that we show our elected officials that the motorcycle community is united. Please mark your calendar and get the time off and do whatever you have to so that you can be in attendance at Motorcycle Day at the Dome. Contact your state representatives and your Senator and make an appointment to meet with them and invite them out to have lunch with you. If for some reason you cannot attend this most important event, contact those folks anyway and let them know you are involved and paying attention to their voting record. Invite them out for lunch and ask them to meet with your representatives who are in attendance. I hope to see many, many ABATE members there.

I am not sure how many of our members take the time when they are on-line with their computers (goofing off at work) to check out the ABATE of Arizona web site. There have been many improvements to the site and it is a great tool for

all our members. We also have the ABATE on line store up and running. You can buy merchandise etc. and even pay for a new membership or renew an existing membership. So next time your boss isn't around and you're tired of playing games, check out www.abateofaz.org and see what you have been missing.

I would also like to bring up one simple way that all of our members can help ABATE of Arizona keep expenses down. As you may or may not know the Masterlink is available digitally! It is posted monthly on the ABATE website at www.abateofaz.org so if you opt out of receiving the Masterlink in hard copy form you will help save the cost of printing and mailing the paper to you. This is one of our larger expenses for the year so if you can opt-out it will help us and you won't have another paper you need to recycle.

It is also important that everyone remembers the Masterlink is not just ABATE of Arizona's newsletter, it is YOUR newsletter too! Please feel free to take photos and write up a little article of the events that you and your fellow riders attend. It helps spread good will with the organizations hosting these events and runs and lets them know that they are appreciated. It will also let folks know what they missed and may help get the word out for the next time the event is held. Send the information to TheMasterlink@abateofaz.org. Our editor is always looking for news and stories affecting the motorcycling community. If he cannot fit it in one month he may carry it over until space allows. So let's all fill the pages with what's happening here in the Arizona.

Until next time! Ride Free!
Jim

Only the Judge Can Save Mongols MC Patch

<http://www.motorcycleprofilingproject.com>

The same jury that found the Mongols Nation Guilty of racketeering and conspiracy in the federal RICO case US v. Mongols Nation has also decided that the club should forfeit their patch because there was a nexus between the Mongols MC's collective membership marks and conspiracy. However, Judge Carter will not issue a forfeiture order until objections based on the First Amendment are decided at the end of February. Even then, this case is a very long way from its final conclusion.

What's happened so far.

The Mongols Nation, defined as all full patched members of the Mongols Motorcycle Club, was convicted as an entity last month in US v. Mongols

Nation on 2 counts under the Racketeering In Corrupt Organizations Act (RICO) for racketeering and conspiracy to engage in racketeering.

On January 11, 2018, the same jury found a sufficient nexus between the Mongols membership marks (word mark, center patch mark, collective membership marks) and the RICO conspiracy count to justify forfeiture of the membership marks in the second phase of the trial.

On February 28, 2019 the third and final phase of the trial will resume. Judge Carter made it clear that the trial's third phase will determine whether the First Amendment overrides the jury's grant of forfeiture. If Carter agrees with the Federal Government, then the Mongols center-patch, name, and other assets connect-

ed to the RICO conspiracy count will be subject to forfeiture. If Carter agrees with the Mongols MC, then the First Amendment will override the jury.

Appeal very likely

Regardless of who wins, the losing party will likely appeal any decisions related to forfeiture of the Mongols membership mark to the 9th Circuit Court of Appeals. If the government wins, similar to what occurred in 2008, then the Mongols MC may have their patches and related property seized in the interim, until and only if they win an appeal.

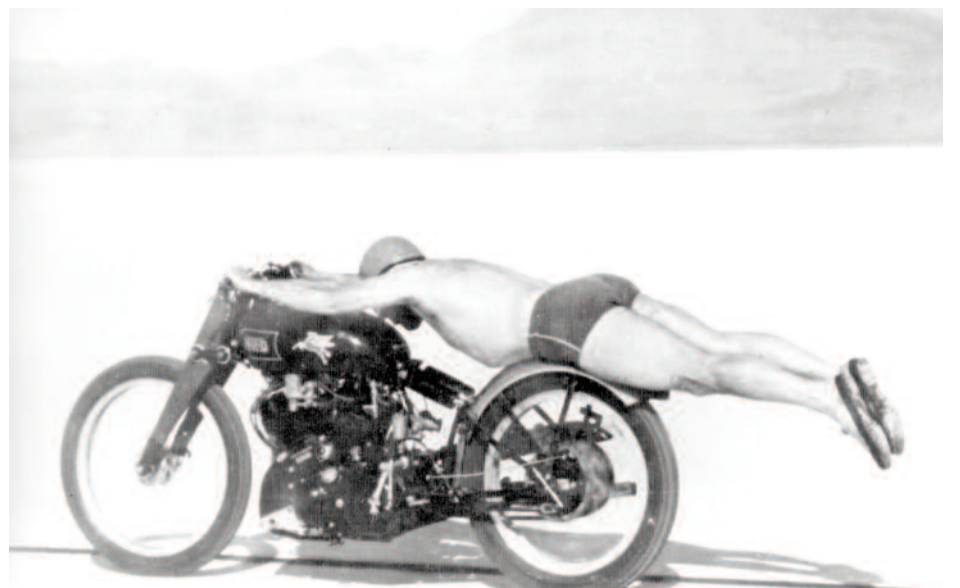
Any decision in the 9th Circuit Court of Appeals sets precedent for the Western US. Any decision from the 9th Circuit will also likely be appealed to the

Supreme Court. If the SCOTUS agrees to review the case the outcome would set precedent for the entire country.

Conclusions

Although it is impossible to determine with certainty what Judge Carter will decide, the MPP is extremely optimistic that the First Amendment liberties of expression and association will reinforce the foundational concept of personal guilt and override a jury of lay citizens that are simply unprepared to engage in complex constitutional analysis.

For the sake of the motorcycle club community and the First Amendment, let us hope the MPP is correct. The very identity of a motorcycle club is the patch that they wear.



Chapter Reports

East Valley Chapter

NO REPORT

High Country Chapter

Our Chapter is still coming off the high induced by helping over 130 kids and many entire families have what we hope was a very merry Christmas. If you missed it, check out the results of the 2018 Barbie Hensler Memorial Toy Run in the January edition of the Masterlink.

High Country had a great turn out at the January Officer Training session with all but 2 positions being able to attend. We are very grateful to all of our members that have stepped up to fill these very important roles in ABATE of AZ.

By the time this is printed we will already be hard at work getting ready for 2019 Wild in the Weeds. This year's Saturday night band will be "Unchained" and we are looking forward to an awesome concert. Save the dates! May 3, 4 and 5, 2019 at Punkin Center. More information will be available soon at WildInTheWeeds.com

Recently, riding has not been that great as in the High Country as even 4 wheel drives have been seen in the ditch. But before long, the weather will start to improve and we will all be getting back on the road. Before you do, make sure your bike gets a thorough inspection by a qualified mechanic so we don't have to pull you out of a ditch.

Ride Free, Ride Safe, Ride Endorsed!

Mohave Chapter

NO REPORT

Phoenix/Shadow Mountain

Our wallets may be a little lighter and our bellies a little fuller, but we made it through the holidays! The new year brought a new coordinator for our chapter and to kick off the first meeting of the year, former coordinator, Mike Schneider officially handed his personal coordinator patch over to William Driggers. Will began his run as coordinator by revealing that he wishes to increase events and activities and widen ABATE recognition by having our ABATE booth at more events throughout the year. He welcomes

all suggestions and ideas!

As membership officer, Will reported that we have 3 new members! Let us welcome James, James, and Wanda Coon to our chapter! They attended and signed up during our Dec Social Event. Get your friends involved! You don't have to ride a bike to support riders, ABATE membership is for everyone! Contact Will for more info!

Safety reminds us to layer up! Cold body temps equal slower reaction times. Also, check your tire pressure! Cold weather means less tire grip, watch for those pot-holes and manhole covers! Practicing your motorcycle skills are encouraged and there are many places throughout the valley that have skills practice: Contact Jeremy Calenda for more info. Safety also reminds us that as ABATE members you have a \$4,000 Accidental Death & Dismemberment benefit provided jointly through ABATE and American Income Life Insurance Company!

Merchandise reports that State hoodies (\$35), long-sleeve (\$25), and short-sleeve (\$20) are available! Also, there are limited quantities of Phoenix-Shadow Mnt. chapter shirts left, but new merchandise is in the works! Get yours while they're here!

PAC reminds us to get involved! Legislative Opening was Jan 14th! Don't forget to contact your local legislator! Motorcycle Day at the Dome will be Feb 19th; focused issues: profiling, hands free driving, and SB1001. SB1001 is the repeal for the \$32 registration fee, a vote FOR means you are AGAINST this fee. You can let your voice be heard by registering and going to <https://apps.azleg.gov/RequestToSpeak/MyBillPositions> under the Search Phrase you can enter the bill you are looking for, example: SB1001. If you need help registering or have questions please contact Pops or Mike Infanzon.

Nolan Steed, Runs and Events, encourages participation in all upcoming events!

- Feb 10th Florence Prison Run *Following our meeting we will be riding down to participate in this event
- Feb 17th ABATE Run to The Ren Fair ~ 10am, Check our Facebook page for more details

- FEBRUARY 19, 2019 Motorcycle Day at the Dome 1700 W. WASHINGTON, PHOENIX AZ

o For more info: <http://www.azcmc.org/mc-day-at-the-dome/>

- March 2nd Spartan Riders Ghetto Blast ~ 2pm till the party stops (\$15 pre-sale, \$20 at the door) BBQ and live music Spartan Riders PHX Clubhouse 2218 N. 24th Pl. PHX, AZ

- March 3rd Riding for the Long Haul ~ free event

o For more info: <https://www.amsaf.org/riding-for-the-long-haul/>

- Save the date and tell your friends. The Moon Mullins Run has been set for October 12, 2019.

- Mark your calendars and request your time off! TBFS June 6th-9th at Mormon Lake.

o Online ticket sales are available for the 28th Annual Too Broke for Sturgis June 6-9, 2019 visit our website: www.abateofaz.org to purchase your tickets!

o Vendors and sponsors are wanted! Contact Tara Rudometkin or Dawn Steed

o Don't Be So Broke for Too Broke Raffle Tickets are still available; only 1000 will be sold! 1st prize is \$300, 2nd prize is \$150, and 3rd prize is \$50! Tickets are \$5 a piece or 3 for \$10, don't miss your chance to win some cash! Contact Dawn or any other ABATE officer to get yours! You do not need to be present at the time of the drawing. Drawing will be held at TBFS on Thurs. June 6th at 4:45PM.

Just a friendly reminder that ABATE members are automatically AzCMC charter members! Support them and their events as well!

Double B, Board Rep wishes to inform everyone that at the last BOD meeting it was voted on and passed that ABATE of AZ will not use the word endorse in official publications. Additionally, the next BOD meeting will be held on April 16th

at Mohave Chapter. BOD meetings are open to anyone and all are encouraged to attend. Contact Double B for more info.

As always, our chapter, state officer, and officer training meetings are held at the Arizona American Italian Club (7509 N. 12th St. Phoenix, AZ 85020). Our chapter meetings are on the 2nd Sunday of every month at the. Breakfast is \$8 served from 10-10:30 AM, with the meeting immediately following. Please come join us and bring a friend! State Officer meetings are held on the 1st Sunday of every month at 10:30 AM.

The ABATE of AZ Motorcycle Awareness Program (MAP) is looking for volunteers to learn how to be an instructor. Let's get this program expanded state wide! If you are interested in helping, please contact Jim Silk – EV Chapter or your nearest ABATE Officer.

On a final note; at the last State Officer meeting: Discussions on the new AMSAF membership options were brought up AMSAF is not a MRO, like ABATE, but a safety organization and work jointly. It is in discussion of ABATE and AMSAF swapping memberships or ABATE sponsoring AMSAF. Want to weigh in? Let your chapter officers know how you feel.

In addition, membership reported that the ABATE mailing address has changed to a PO Box. Anything mailed needs to be address to 7000 N. 16th St. Suite 120 #434 Phoenix, AZ 85020

See ya at the next meeting! Until then...

Shiny side up,
Nichole Driggers,
State and PHX-Shadow Mnt.
Communications Officer

Southern Arizona Chapter

NO REPORT.

Yavapai Chapter

NO REPORT

Yuma Chapter

NO REPORT

MCC identifies priorities for 2019 (Canada)

By Paul McGeachie

This year's annual fall AGM was one of MCC's best. Our members are from all across Canada who represent the interests of motorcyclists at a national level. It is one of my favourite parts of belonging to the MCC. It's always an enlightening and passionate session. This year's focus was looking for ways to reach new riders, changing public perceptions of motorcyclists, promoting environmental advantages of motorcycles, and identifying challenges, including the threat of distracted driving. The Board then distilled the mountain of information into the 2019 strategic plan:

Priorities for 2019

Motorcycle Safety & Advocacy

May is Motorcycle Safety and Awareness Month most everywhere, and the MCC program keeps growing each year. In 2019 our ambitious goal is to reach distracted drivers. We're looking forward to raising awareness of motorcycles on the road, having more great pledge photos on our website, and seeing which city will take the lead in pledges.

MCC is continuing to build relationships

with federal ministries to let decision makers know about the importance of motorcycling to the Canadian economy. Our advocacy will focus on motorcycles being included in the policy level definition of vulnerable road users, and included in transportation policies as the globally recognized form of transportation that it is. In addition, we will further develop stakeholder relations and partnerships on important issues including distracted driving, and rider impairment by drugs and alcohol.

FIM Affiliation

In 2019, MCC will continue to work towards FIM affiliation. FIM is the Fédération Internationale de Motocyclisme (the International Motorcycling Federation). They are the governing body for motorcycle sport and the global advocate for motorcycling. Our work towards affiliation includes engaging with local, regional and provincial racing organizations to support the need to identify the requirements and concerns for a national racing body.

Off-Road Land Access

MCC is committed to ensuring continued access to trails for off-road riders. In

2019 we will build a stakeholder engagement plan, and develop a toolkit for use by provincial and local federations and clubs.

Identify & Develop Additional Funding Opportunities

We will be following up on advice that the MCC investigate grants and funding opportunities that can help power specific projects and enhance long-term national funding for the MCC. We will also identify sponsorship opportunities at specific events and campaigns.

MCC Leadership Team

Thank you to all the board members that serve MCC, and dedicate their time and energy in supporting national motorcycling initiatives.

Executive for 2019

Dave Millier, Chair, Off-Road Council member, Road Riders Council member
Chris Bourque, Vice-Chair, Off-Road Council member, Road Riders Council member
Grant Lingley, Secretary, Off-Road

Council member
Paul McGeachie, Treasurer, Road Riders Council member
Kellee Irwin, Past Chair, Women Riders Council member

We wish to thank the following members for their devoted service on the MCC board – each has served for over six years – and we wish them well in their future endeavours!

Doug Houghton, Coalition of Manitoba Motorcycle Groups, former MCC Road Riders Council Chair
Bob Ramsay, Motorcycle and Moped Industry Council, former MCC Industry Council member

MCC welcomes new members to our team:

Sylvain Bergeron, Fédération Motocycliste du Québec, Road Riders Council member
Carolyn Peters, Coalition of Manitoba Motorcycle Groups, Road Riders Council member
Chris Poirier, Yamaha Motor Canada, Industry Council member

Coast to Coast

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

THE IMPACT OF BREXIT ON BIKERS

It's been two and a half years since the referendum that started Britain on its journey out of the European Union, and now time is running out and "Brexit" is due to take place on March 29, 2019 – deal or no deal. With Parliament squabbling, the prospect of a no-deal Brexit is now looking increasingly likely, and that outcome would affect many things including motorcycles.

You may have heard about the United Kingdom reverting to 'WTO' rules when it comes to trade, and British biker website www.visordown.com explains what that will mean: "The World Trade Organization (WTO) maintains an immense database that records types of products and the import duties that countries or trading blocs impose on them. At the moment we're part of the EU, which means we can trade with other European countries without incurring any tariffs, but once we leave we'll be outsiders, subject to the taxes they impose."

On motorcycles under 250cc, the EU charges an 8% tariff, and on bikes over that size there's a 6% duty. Meanwhile, motorcycle parts and accessories are taxed at 3.7% and bike tires are subject to a 4.5% import duty.

For consumers, if you're buying a bike made in the EU -- such as a BMW -- there will be an extra 6% tax to be incorporated into its cost. Even a UK-based manufacturer, like Triumph, would be subject to an import duty on motorcycle parts from EU suppliers, like their Brembo brakes, so even British-made bikes are likely to become more expensive in a no-deal scenario.

Exports might be less of an immediate concern to the everyday bike buyer, but they have an impact on the motorcycle industry in Britain, and without a deal in place exported bikes would be taxed by the EU at WTO rates.

Of course, once out of the EU the UK government will need to negotiate their own trade deals not only with Europe, but with other trading partners such as Japan, the U.S. and China, but the bottom line is that there's little prospect that a no-deal Brexit will make bikes or bike-related parts any cheaper.

In the meantime, the uncertainty of Britain's economic future has negatively impacted motorbike sales in the UK, plummeting 17.9% in December following an overall 2.9% gain in 2018.

FEDERAL JURY DECIDES MONGOLS MUST FORFEIT LOGO

In a first-of-its-kind verdict with far-reaching legal implications, a federal jury ruled

that the Mongols motorcycle club must forfeit the logo worn by its members, finding in favor of prosecutors' novel claim that there is a direct link between the club's crimes and its trademarked insignia.

Last month, the jury in U.S. District Court in Santa Ana, Calif., found the Mongol Nation guilty of racketeering and conspiracy, classifying the group as a criminal organization, and their verdict on Friday, January 11, 2019 was the second phase of a trial that focused on forfeiture of assets in a decade-long quest by the government to dismantle the club.

The verdict will lead to the forfeiture of the group's legal interest in the word "Mongols" and some of their patches, as well as Mongols items seized during the investigation, prosecutors said. If upheld, this will give the right to any law enforcement officer who spots a club member wearing the logo to stop him and confiscate the branded item.

The trial next moves to a third phase, in which U.S. District Judge David O. Carter will decide how the forfeiture is carried out. He declined to immediately order the logos forfeited and set a hearing next month to address possible First Amendment issues raised by the verdict, agreeing to solicit briefs from a variety of experts, including trademark attorneys, law school professors, civil rights organizations and think tanks.

The judge's decision highlights the new legal ground being broken in the unprecedented case, which has attracted national attention and is virtually guaranteed to go before the Ninth Circuit U.S. Court of Appeals and perhaps the U.S. Supreme Court.

CALIFORNIA TO BEGIN ENFORCING MODIFIED EXHAUST PENALTIES

As of January 1, 2019, a modified exhaust on an automobile or motorcycle in California, excessively loud, can no longer be cited as a correctable violation. Previously, if you were cited you had time to get it fixed in order to avoid paying the fine, but Assembly Bill AB1824 carves out an exception for exhaust noise by removing the opportunity to correct the violation and requires a citation to result in a fine only.

AB 1824, which was sponsored by the Assembly Committee on Budget and signed into law by then-Governor Jerry Brown in June of 2018, does not change existing laws pertaining to exhaust noise or sale and installation of aftermarket exhaust systems, but rather amends how excess exhaust noise violations are handled by law enforcement. Beginning this year, a vehicle cited for violating the current exhaust noise law will no longer receive

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

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- 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

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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Coast to Coast (continued)

what is commonly known as a "fix-it" ticket. Instead, violations will result in an immediate mandatory monetary fine.

The fine for a California traffic ticket for "a loud exhaust system" is up to \$1,000 dollars.

HELMET-FREE SCOOTERS

Assembly Bill 2989, the e-scooter bill sponsored by California Assemblyman Heath Flora (R-Ripon), removes the requirement for riders of motorized (electric) standup scooters in the Golden State to wear a bicycle helmet, provided they are 18 or older. The new traffic law also prohibits riding a motorized e-scooter on highways with a speed limit greater than 25 mph, or roads with a speed limit greater than 35 mph, unless it is within a marked bikeway.

Meanwhile, Assembly Bill 3077, sponsored by then-Assemblywoman Anna Caballero (D-Salinas) provides law enforcement the ability to issue a "fix-it ticket" to anyone under 18 who doesn't wear a helmet while on a bicycle, skateboard or skates. The newly enacted violation is correctable if the minor completes a bicycle safety course and gets a helmet that meets safety standards within 120 days of the ticket being issued.

UTAH BECOMES FIRST IN NATION TO LOWER DUI LIMIT TO .05 PERCENT

The Beehive State made history on December 30th by becoming the first state to lower its blood alcohol concentration limit (BAC) for drunken driving to .05 percent, just in time for New Year's Eve.

Utah lowered the drunken driving BAC from .08, the national limit imposed by former President Bill Clinton in 2000, to .05, making it the nation's strictest DUI law. Utah's new law also says anyone who "operates a motor vehicle in a negligent manner causing the death of another" will have committed criminal homicide, which is a felony.

In 1983, Utah was the first state to lower its blood alcohol limit from 0.10 to 0.08 for impaired driving. It would take nearly two decades for every state to follow suit,

but as they did, the nation's rate of alcohol-related traffic deaths dropped 10%. Now, Utah is pioneering the move to lower it once again.

Utah State Representative Norm Thurston (R-Provo) sponsored the bill at the request of the National Transportation Safety Board, which has been urging states to lower DUI limits to 0.05 since 2013.

The American Beverage Institute says the new lower limit targets social drinkers and calls the law an "attack on the restaurant and hospitality industries," claiming nearly 70% of alcohol-related fatalities in the U.S. are caused by drivers with a much higher BAC of 0.15 and above.

SCIENCE PROVES THAT RIDING A MOTORCYCLE IS GOOD FOR YOU

Motorcyclists have always said there's no better prescription for stress than riding a bike, and now a study from the Semel Institute for Neuroscience and Human Behavior, at the University of California, Los Angeles, seems to confirm that.

The recent study, funded by Harley-Davidson Inc., demonstrated potential mental and physical benefits of riding, including decreased levels of cortisol, a hormonal marker of stress.

Three UCLA researchers studied more than 50 motorcycle riders in tests that recorded their brain activity and hormone levels before, during and after riding a bike, driving a car and resting. The bike ride resulted in a 28% decrease in biomarkers of stress, according to the researchers.

On average, riding a motorcycle for 20 minutes increased participants' heart rates by 11% and adrenaline levels by 27%, similar to light exercise, as well as their focus and alertness.

Harley-Davidson says the study's findings validate what it's known for more than a century: that riding is good for your mental health.

This means the next time you are sitting at your computer feeling sluggish or that you get home after a long stressful day, the answer to getting back on track or

relieving some of the tension could be to simply go out for a ride...doctor's orders!

DO SELF-DRIVING CARS 'SEE' MOTORCYCLES?

Lane-splitting is an accepted maneuver by motorcyclists all over the world, but in America it is only practiced by riders in the Golden State. California-based Tesla, whose cars are well represented on California highways, seems to be aware of motorcyclists' unique filtering capabilities there and has been working to ensure their Autopilot systems detect the presence of a lane-sharing rider in traffic.

However, YouTuber Scott Kubo recently posted a video to test the functionality of motorcycle detection while lane-splitting, and apparently detecting an approaching motorcycle seems to be hit and miss in Version 9 of Tesla's neural net Autopilot software. It's clear from the clip that the system confuses motorcycles with cars at times, and can even miss a motorcycle entirely if the motorcycle is moving at a good clip. It's tough to determine how useful this detection would be in its current state in real-world application.

In the YouTube clip Kubo explains that the current 360° camera system (2.0 and 2.5) can process 200 frames per second (or 200fps) spread across the eight cameras positioned around his Tesla car. So, each camera has an equivalent frame rate of 25fps -- a decent digital SLR camera can have over 100fps and an iPhone can shoot at up to 240fps. It might be that the current system just doesn't have a high enough frame to capture fast moving motorcycles.

Self-driving cars are still a burgeoning field of technology with some bugs to work out, and Tesla warns that Autopilot should not be used without some sort of human interaction, but would you want to be rolling up behind a robotic car knowing that an inattentive driver may not be quick enough to take over the manual controls if they "didn't see the motorcycle"?

DRIVERLESS CAR KILLS ROBOTIC PEDESTRIAN

In what some are labeling "Robot-on-Robot" crime, an autonomous self-driving Tesla car struck and "killed" a robot roaming down the middle of the roadway in a

hit-and-run accident during the recent consumer electronics show in Las Vegas.

Many mainstream news agencies worldwide reported the incident as legitimately newsworthy, though it is generally believed to be an over-the-top PR stunt staged by Russian robotics company Promobot ahead of the CES.

Stay tuned to NCOM Biker Newbytes for "real news", nothing FAKE, as we have provided bikers with reliable, timely, relevant motorcycle news for over a quarter century!

DUTCH POLICE CALL ON PARLIAMENT TO QUICKLY BAN OUTLAW BIKER GANGS

Dutch authorities want Parliament to speed up a legislative proposal that will allow the Justice Minister to immediately ban "outlaw motorcycle gangs" emerging in the Netherlands, said police chief Pim Miltenburg, in charge of the motorcycle gang file at the police.

Currently, banning an outlaw motorcycle club is a lengthy job in the Netherlands. A court must decide whether the 'gang' is acting in conflict with public order. "The disadvantage of this type of procedure is that we can not arrange it in a short period of time, but it takes months or years before it is completed", Miltenburg told NLTimes.nl.

The police say they would prefer if the Minister of Justice and Security can ban a motorcycle gang immediately, with a judge testing the ban afterwards.

So far Dutch courts banned two well-known motorcycle clubs, Satudarah and Bandidos. The Public Prosecutor also stated plans to get the Hells Angels and No Surrender banned sometime this year, adding that some two thousand people in the Netherlands now belong to an outlaw motorcycle gang.

QUOTABLE QUOTE: "Civilization is built on a number of ultimate principles...respect for human life, the punishment of crimes against property and persons, the equality of all good citizens before the law...or, in a word: justice."

~ Max Nordau (1849 - 1923) Hungarian physician, author and social critic



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ABATE of Arizona Chapter Meeting Times and Locations

East Valley Chapter

EAST VALLEY CHAPTER meetings are held the 4th Sunday of the month at 11:00 a.m. at Fraternal Order of Eagles (F.O.E.) 1712 W. Broadway Road, Mesa AZ 85202
FMI contact Joe Ferrucci at 480-295-9488

High Country Chapter

High Country Chapter meetings are held on the 3rd Saturday of the month at 10 a.m. at The Moose Lodge in Star Valley. Contact: chickenbone@live.com or 928-970-1134

Phoenix / Shadow Mountain Chapter

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

Mohave Chapter

Mohave County Chapter meetings are held the last Wednesday of the month 6:30 PM at: Moose Lodge #1860, 2620 Miracle Mile, Bullhead City, AZ 86442 Phone: 715-651-0770 thamedic1951@gmail.com

Southern Arizona Chapter

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 Butsbach (520)247-3051 or abateofazsac@yahoo.com

Yavapai Chapter

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/>.

Yuma Chapter

The Yuma ABATE chapter meets the second Tuesday of each month at 6:00 pm. We meet at the Copper Miner Restaurant, 11375 S Foothills Blvd 85367. We would love to see you there.

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Rule for Radicals #3: Knocking Your Opponent Off Their Game

Mike Infanzon
Legislative Director

One of Saul Alinsky’s first rules for people out to change the world is to never go outside the experience and expertise of your people. Doing so, he says, will result in confusion, fear and retreat.

But then there’s the other side of the coin. If going outside your experience is damaging to your cause, Alinsky says, it makes sense to force your opponent outside their experience whenever possible.

This is why home-field advantage is so important to baseball players. In baseball, each stadium is different. The home team will know how the evening breeze or

ocean air affects how far the ball travels. They’ll know exactly how many steps they can run into foul territory before running into the dugout.

Playing at home also means players can stick to their routine. They can sleep in their own beds, arrive at the ballpark at the same time, get dressed at their same locker and sit at their same spot in the dugout at every home game. On the road, everything is different. At home, everything is familiar.

When it comes to grassroots activism, think about how you can make your opponent feel like they’re playing an away game. Depending on where you live, anti-freedom supporters may be

lulled into complacency. They have a routine, and they stick to it.

Are your opponents used to showing up to committee hearings and packing the room with their supporters? Are they accustomed to hosting a rally on the steps of the state capitol every year? Are they used to not seeing anyone who disagrees with them interviewed by the media?

Once you figure out what their normal experience is, you can take steps to force them outside of it.

- If you’re fighting to defeat a helmet mandate, show up early to that committee hearing usually packed by doctors and law enforcement and fill the room with motorcyclists who are doctors and

law enforcement.

- If you’re fighting motorcycle profiling, hold a rally with “those dirty bikers” on the steps of the capitol the day before your opponent usually hold theirs.

- If you’re fighting a “no colors” rule, get small business owners to write op-eds and letters to the editor and work to get them placed in publications that usually give lobbying groups favorable coverage.

If you can, in a principled way, force your opponents to get outside their comfort zone, it will be much easier for you to gain the upper hand and make a difference.

MRF Membership Form

ABATE of Arizona

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Events Calendar

February 2019

2/1 {Fri} Motorcycles on Main Bike Night in Downtown Mesa from 6-10pm. Music by Unknown Associates. Beer Garden, vendors, & more. Park & show your bike. Eateries open. Takes place every first Friday between September & June. Vendors call Courtney 480-890-2613 <https://facebook.com/MotorcyclesOnMain>

2/9 {Sat} Red Iron MC Poker Run starts/ends at Steel Horse Saloon 1818 W. Bell Rd, Phx phn602-942-8778. Register 10-noon. Open to everyone & all vehicles. \$20/sgl, \$30/cpl benefits the

Heart Strings Foundation which donates guitars to children and veterans in music therapy programs across AZ. Poker run, raffle prizes, 50/50, live music, food, drinks, vendors, and more. Return to Steel Horse by 4pm, event ends 5pm. FMI: Nick 480-276-2387

2/10 {Sun} 36th annual Florence Prison Run. Party starts 11a @ Charles Withrow Rodeo Grounds, 4 miles s. of Florence. \$20/pp. 21 & over party. FMI: onepcenter@hotmail.com

2/15-17 {Fr-Sun} Lake Havasu Rockabilly Reunion at Lake Havasu City includes Car / Motorcycle Show with

over 800 plus vehicles on display; 150+ Vendors to shop; Vintage Pin Up Pageant; Food Court; 22 Bands during the 3 days; much more. FMI: 928-846-0335 <https://www.lakehavasurockabillyreunion.com>

2-19 {Tues} Motorcycle Day at the Dome 8a-1pm. Hosted by ABATE of AZ. FMI: lobbyist@abateofaz.org

2-23 Hooked on Healing. Details TBA. FMI: www.healingvets.org

Progressive Bikernet Weekly News for January 17, 2019

<https://blog.bikernet.com>

GUN NUT REPORT FROM THE NRA--California: City of Los Angeles Writes CRPA \$35,000 Settlement Check

The California Rifle and Pistol Association (CRPA), with support from NRA, recently challenged Los Angeles City's refusal to be transparent and disclose records related to secretly obtained disposition orders used by LAPD to justify the destruction of firearms in its possession. It is estimated that thousands of firearms have been destroyed under the

supposed authority of these "ghost" orders which were never recorded in court records. CRPA has now prevailed in that lawsuit. As a result, the City has agreed to pay CRPA \$35,000 as settlement for attorneys' fees and costs incurred by the lawsuit.

The now disclosed records, in connection with other litigation efforts, have uncovered City policies that seek court orders as cover for destroying hundreds of thousands—if not millions—of dollars' worth of firearms over the years. In many instances, such orders have allowed the

City to destroy seized firearms without any notice to the owner, let alone after a court hearing with reasonable notice.

This lawsuit is an important victory for both California gun owners and the public alike to hold localities accountable. NRA and CRPA will continue to pursue legal challenges for the benefit of law abiding gun owners in the Golden State. For more information on important litigation continue to check your inbox and the Stand and Fight California web page.



Cop who pulled gun on Hells Angel MC member sentenced

<https://www.bikernet.com>

A judge on Thursday sentenced a fired Euclid police officer to five days in jail for pulling a gun during a bar fight with suspected members of the Hells Angels motorcycle club. Todd Gauntner, 32, previously pleaded guilty to using weapons while intoxicated, a first-degree misdemeanor, during an Aug. 24, 2017 incident at a Willoughby bar.

Willoughby Municipal Court Judge Marisa Cornachio sentenced Gauntner to 180 days in prison, but she suspended 175 days. She also sentenced him to one year on probation, and barred him from possessing a gun during that period, according to court records

Gauntner will report to jail Friday morning, court records say.

His attorney, Spiros Gonakis Jr., could not immediately be reached for comment Thursday afternoon. Gauntner fought with two suspected member of the Hells Angels at Frank and Tony's Place on 2nd Street near Clark Avenue in Willoughby, according to police reports.

Gauntner pulled out a gun and held it to one of the men's head, police said. The trio also fought in the bar and broke several bottles.

Euclid Mayor Kirsten Holzheimer Gail fired Gauntner on Sept. 17, saying in her resignation letter that he "put [him-

self] and many bar patrons at a significant risk of substantial harm due to [his] reckless behavior." The other two men involved in the bar fight — Bradley Peterson, 40, and Dustin Wolf, 28 — each pleaded guilty to aggravated disorderly conduct. Both men were fined \$200 and given 30-day jail sentences that were suspended.

Gauntner was a four-year veteran of the Euclid Police Department who was once honored for saving the life of a man shot 16 times. He is also a U.S. Marine Corps. Veteran who served two tours of duty in Afghanistan.

The bar fight was the second time Gauntner was charged with a crime involving a gun. He previously pleaded



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.

We are a 501C3 Corporation. Please donate--your donation is tax deductible. To donate, go to our website listed at the bottom.

Motorcycle Riders Foundation Awareness & Education (MRFA&E)
2221 S. Clark Street
Arlington, VA 22202
(202) 546-0983
www.mrfae.org

<https://www.thenewspaper.com>

Opinion/Analysis: Report by organization of traffic ticket writing officials calls for widespread reduction in speed limits.

GHSA report cover

The unrest in France symbolized by the Yellow Vest movement was triggered at least in part by the lowering of speed limits on roads throughout the country. In the

United States, the traffic ticket industry has failed to draw any lesson from the French experience. On Tuesday, the association of state highway officials who collect and spend revenue from traffic tickets issued a report calling for a widespread reduction of posted speed limits in the name of Vision Zero.

"If we want to get to zero deaths on our roads, we need to address speeding on a

much deeper and more comprehensive level than we have been," Governors Highway Safety Association (GHSA) executive director Jonathan Adkins said in his statement announcing the report. "This clear and present danger on our roadways makes it imperative to devote additional resources toward getting drivers to slow down in order to save lives."

The report claims that highway deaths had been on the decline from 2005 until 2015 when the trend "reversed," a change the report attributes to speeding. This claim suffers from two fundamental flaws.

continued page 12

BUSINESS MEMBER SPOTLIGHT!

This month we would like to put the "Spotlight" on Big John's S & S Motorsports. Big John has been in the motorcycle business for over 15 years. He worked for many years at Harley Davidson before striking out on his own. He ran Big John's Garage for several years before selling the business. He concentrated his efforts on his motorcycle rental business Big Boyz Toyz! When the

opportunity came up to take over S&S Motorsports John expanded and once again became a full service motorcycle shop.

Big John's S & S Motorsports is owned and run by John "Big John" Kohnke. It is a family shop with his wife Clementine and his son John active in the business. When I say this is full service it really is.

They work on all metric and American motorcycles, both off road and street bikes. They also service side by side off road vehicles. They offer motorcycle towing and rentals, including motorcycle touring services. There is always and good selection of used and consignment bikes available if you are in the market. The parts department is extensive and the folks are knowledgeable. S & S

Motorsports is located at 4158 E Grant Road in Tucson, and you can reach them at 520-829-6003. Their website is www.Sandsmotorsports.com and they have a facebook page S and S Motorsports.

Big John and his family have been big supporters of ABATE of Arizona for many years so if you need anything related to motorcycling check out this shop!





ANALYSIS: Traffic Ticket Industry Calls For Lower Speed Limits (continued)

First, the raw number of fatalities dropped significantly in 2008 because the number of miles driven nationwide plunged by 54 billion at the height of the Great Recession. Fatalities rose along with the extra 143 billion miles being driven in 2016 compared to 2007. The available latest data from the National Highway Traffic Safety Administration show that, in the first half of 2018, the fatality rate -- the measure that takes traffic volume into account -- was 1.08 deaths per 100 million miles traveled. In 2008, the rate was 1.23.

dents in the report. This term, used by federal and state officials, conflates two different types of accidents. Those caused by people driving below the speed limit, but faster than is safe for the conditions, and accidents caused by those actually exceeding the posted limit. Federal statistics show about 7 percent of accidents were caused by drivers who exceeded the posted speed limit (view report). Driver distraction is a far more significant factor in fatal collisions. Statistics in the UK and at the individual state level back up these findings.

tion in the posted speed limit. GHSA's message today is indistinguishable from the traffic ticket industry's claims during the unsuccessful fight to save the 55 MPH national speed limit. The only difference is the message is now dressed in "Vision Zero" marketing language. The idea is that any public policy is acceptable as long as it contributes to bringing the number of traffic accidents to zero.

GHSA has a direct financial interest in lowering speed limits. The organization's membership roster includes the National Coalition for Safer Roads, which is a front group wholly controlled by the photo radar firm American Traffic Solutions (now Verra Mobility). Other members include representatives from the insurance industry such as AAA, Allstate, State Farm and the Insurance Institute for Highway Safety. These companies profit from the issuance of speeding tickets as license points raise the annual automobile insurance premiums of ticket recipients.

The second example of sleight of hand is GHSA's use of "speeding related" acci-

So GHSA counts people traveling slower than the speed limit to demand a reduc-

"Vision Zero efforts have been at the forefront of steps to curb speeding in cities, and GHSA hopes to see this concept and its principles spread to more suburban and rural jurisdictions across the country," the GHSA statement explained.



Would you like to receive *The Masterlink* digitally? It is posted monthly on the ABATE website - www.abateofaz.org. Opt out of the receiving the *The Masterlink*? Please contact the ABATE Office if you would like to no longer receive a hard copy of *The Masterlink*. 480-256-9237 or jpsilk2264@gmail.com



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From The Board Room



By Woody Phillips – Chairman

This is a new editorial column which will be a part of the Masterlink during the 2 year session of the recently installed Board of Directors of ABATE of AZ Inc. I want to start off by saying I am profoundly grateful for the support and confidence of the Board for unanimously electing me Chairman. I promise I will do my very best for ABATE of AZ. 2019 will have some interesting challenges and opportunities..

First, I want to express our extreme gratitude to Sean Pinder who has been a Board Member for 10 years and was our former Chairman during that time. Sean, it is ABATE members like you that have made this organization what it is today. We can never thank you enough for all your hard work.

The board members for 2019-2020 are; Robb (Double B) Felder – Phoenix/Shadow Mountain, Nolan Steed – East Valley, Frank White - Yuma, Judi Miller – Southern AZ, Deb Butitta – Yavapai, and Woody Phillips – High Country.

I could not be happier to announce that Michael Infanzon has agreed to stay on as our Legislative Director. Mike will be in charge of pursuing the Board-approved legislative agenda he and his team have crafted for the New Year and he will continue to serve as our Designated Lobbyist. Mike’s work over the last 2 years has been extraordinary and has allowed us to fine tune our efforts at the

State House. One thing the Board decided during our January meeting is ABATE of AZ will NOT be “endorsing” candidates in the foreseeable future, will make some of his efforts more challenging, but we know he is up to the task. We look forward to his future reports and Calls-To-Action that give us all the opportunity to participate in protecting our rights and fighting for improved safety on our roads.

In January, the Board also dealt with a controversial issue that was uncovered in the December issue of the Masterlink. It seems a “rant” that was purely political (with no connection to motorcycling) was accidentally published. As you all should know, the President of ABATE of AZ is the official spokesperson for the corporation. Those duties include editing the Masterlink newspaper, which is our public relations organ to the entire world. Unfortunately, especially during the holidays, tight schedules and too much work can allow things to slip through the cracks. Mistakes happen. ABATE of AZ

apologizes to all who were offended and will make sure things improve. Jean Cooper has stepped up to assist Jim with editing and proof reading future editions. We will also be including, in all future Masterlinks, a boxed paragraph of instructions on what can and cannot be published so that inappropriate articles are not even submitted. Hopefully that will be a time-saver for everyone and allow us to always promote ABATE of AZ in a positive, and non-partisan, fashion.

Next month this column will present some goals for the year and some ideas on how we can all help make motorcycling better, and safer, in Arizona. Until then,

Ride Free, Ride Safe, Ride Endorsed!

FIVE Tips to Attract a Biker

<https://www.bikernet.com>

As a serial biker dater who’s secretly proud of her hard-earned status, I’d like to share my wisdom with the world and all those girls out there whose hearts skip a beat at the thought of being in the same room with single bikers. Keeping in mind that women have incredible power over men because men just can’t resist us, I’d like to draw your attention to the fact that biker men are also bad boys, and require a special kind of strategy, which I meticulously outline below so no detail gets overlooked.

#1: Make Eye Contact Only to Break it

If your biker crush is crazy about you but doesn’t know it yet, there are a few things you can do to attract his attention. First and foremost, make eye contact with him only to break it after about two seconds. Try looking down and then up through your eyelashes for an added sexy effect, and then immediately look away. Keep your eyes on him long enough to make an

impression, but not too long to show you really care whether he likes you or not. Ultimately, bikers like girls who give them a run for their money and make them work for it, which means you shouldn’t give him your heart on a silver platter, at least not in the beginning.

#2: Show Him Who You Are

Being a biker equals being a badass, and a guy like that doesn’t go for the girls who blend in with the crowd. Your petrol-head crush doesn’t like girls who try to look, act, or think like everyone else so if you have an unusual sense of humor, hobby or interest stick to it instead of being ashamed. Bad boys like girls with strong personalities who have a lot going for them. If you’re not like a bunch of other ladies he’s used to meeting, even if you have a quirky side he’ll be that much more interested in getting to know you better.

#3: Stand Up To Him

So we pull up, always against Cecily's wishes since she is real uncomfortable around Motorcyclists, who delight in appearing totally ruined. Until they start talking to her, which invariably happens. Then oh my, she gets this fucking glow of life because they make her think she's who they have been waiting to talk to all their life. So anyway we're heading in there and there's a lone biker with ID on the back of his "clothes" that proclaims him to be one of the official Bad Boys. I ain't sayin' which men's association he was in but the producers of Gangland would have been interested in sending out a film crew to follow the fellow.

So he's there sitting sideways on his bike and smoking a cigar and we pull in and then one of his associates shows up looking worse than the first one as far as "viable life forms" is concerned and me and Cecily are heading their way on foot and then an SUV full of whatever is going to follow the generation of "millennials" pulls into the area and stops somewhere nearby on the property and five

More often than not, bikers run into people who are intimidated by them because they think bad boys are too cool to give them the time of day. If you want to grab his attention for all the right reasons, the best thing you can do is show him you're not afraid of him. Think of it as coming face-to-face with a wild beast – if you show fear, it'll have you for lunch. When your biker says something to you, don't just smile and look away. Instead, stand even taller and speak back, finish your sentences, and always speak your mind. Show him you're his equal instead of being just another girl willing to bend at his will.

#4: Ignore Him a Little Bit

Find the right balance between flirting and ignoring him just a little to show you've got better things to do than to spend your time talking to him until you're both blue in the face. If the two of you find yourselves chatting and having a great time, don't run up to him and give him a big hug the next time you see him.

Instead, give him some time to walk up to you and chat you up. The reason for this is simple – bikers don't like girls who are too available. Obviously, don't ignore him too much so he thinks you're not interested, and keep in mind you don't have to be rude in this game either.

#5: Play Hard to Get

Bikers love it when a girl makes them work for it. If you make him feel like he could have you any time he wanted, he'll quickly lose interest and all your effort will be in vain. Find cheeky ways to give him a compliment or two without revealing how hard you're crushing on him. Bad boys love the chase and you should let him have it, meaning don't accept every invitation he gives you, and even when you agree to go out with him, make sure it's a week from the day he asks you because no, your schedule isn't wide open, and no, you're not sitting at home waiting for him to finally make the first move.

The BAKER, CALIFORNIA RUN

<https://www.bikernet.com>

By J.J. Solari

Me and Cecily hopped in the car were on our way to Las Vegas once and we stopped at a desert town that is a popular way-station for the Las Vegas hordes that come and go to LV from SoCal.

It's a hot gasping oven of a town and used to have just two eateries but time changes things and now there's dozens. Time hasn't changed a few things though and one of the places is kinda scary-lookin and attracts lifer inhabitants of unfactoryfresh motorcycles and their riders. I like to stop there because the Diet Cokes are always icy and the - it's basically a dive bar - and the BTL's whoever the fuck owns the place makes are monuments to bacon, lettuce, tomato and REALLY good bread. And the women that work there are salt-o'-the earth, unless you give them crap, And I don't give crap to serving personnel, even if they have it coming. I've BEEN serving personnel: I know that customers are often begging to be murdered.

very energetic total assholes rush into the visible atmosphere from inside the SUV and come toward the entrance and they are all laughing at these two motorcyclists.

These two motorcyclists by the way were not at all "brawny" type lads. They were rail thin, very badly groomed coteured and quaffed and I would not have attempted to address either one of these two individuals under any circumstances I can think of. They did not at all look like they could possibly ride the bare-bones large bikes they were riding. But they were.

And they had no goggles, no thick leather garments, they were wearing actual motorcycle boots that looked older and worse than even them two and they had no wind inhibitors, no fenders, they had shit wrapped around sissy bars, gloves with no fingers.....

This told me a lotta things. The main one bein' they were probably pissed off just from the eternal road debris they were

subjecting themselves to night and day forget about what the fuck must have been goin' on in their PERSONAL lives, which hadda be very fucking dangerous if not just out and out suicidal. Call it a hunch. But to the oncoming pack of idiots they LOOKED like useless vagrants too poor to have their own SUV's. Or delirious wasted bums in other words.

I'm good in two languages: English and body language. The body language of the oncoming group of post-teens told me that they were a unit of semi-proficient sociopaths used to getting their own way in public via keeping everyone normal on edge.

The two bikers who both looked like they both had been chased off of morgue gurneys for looking too dead had the body language of feral ocelots with short fuses. So these two semi-ghastly bikers are sitting on their parked bikes shooting the shit and smoking cigars like they needed to use smoke for security cigars.

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The BAKER, CALIFORNIA RUN (continued)

or security blankets. I mean, they were not nursing those stogies, they were seriously smoking their cigars.

We're downwind and Cecily goes "PEEY-OU!!!!!!!"

The two bikers dudes just look over at us comin'. I raise my eyes to heaven and silently talk to Jesus of Nazareth king of the Jews for a moment and then aloud I stop and gesture with this kind of helpless arms-to-the-side thing and say, "Hey: It ain't your fault that on our side of those stogies they smell like 50 years of dried piss, shit, and puke in a Boston subway. It's the CIGARS' fault."

APPARENTLY this made sense to them. One of them I THINK almost smirked. Very hard to say.

Their reaction to the group oncoming from the opposite direction was different. One of the crew who I shall name Stupid shouted, "Hey you fucking assholes, you're fucking up the environment with those things. Ain't it illegal smoking cigars now in public?? Do you think maybe you can take a moment to consider something other than yourselves for once? Like, maybe the earth??? Do you think our planet LIKES what you're doing???"

Even I knew this was not something to be yelling about TO these two REGARDING these two.

They're - all five of them now - almost skipping in delight because one of them had set the tone of the engagement and that that tone would be Hijinx and Hostility.

One of the bikers was apparently very comfortable with the hostility requirement because he was off his bike and was running toward the speaker carrying a very large wilderness knife with a thick metal handle but holding it backwards so that when he ran against the fellow and the side of his fist with the little finger on it hit the fellow in the forehead it was mainly the metal roundish knife handle that made contact.

He was unconscious before he even started the tilt earthward and by the time he was on the ground the thing that had put him there was standing near the body yelling "WAKE UP!"

This did not work. He then kicked him in the ribs and again shouted "WAKE UP!"

He started coming around but I think it was coincidental with the kicking not because of it. It wasn't cause and effect. It was more like serendipity.

This inquiry went on for considerably more times than the two times already mentioned. And when the person interrogated began screaming "I'M AWAKE YOU PRICK!!" the biker grunted "Good," and pulled him to his feet.

One of his buddies decided to try and effect a rescue and grabbed the biker's denim sleeveless garment from the back at the same time seeing what was written on the back of the denim sleeveless garment and pulled his hands off at the same time the man in the denim sleeveless garment, without paying too much attention, pile drove his elbow into the fellow's, I believe it was right, eye.

This put a great deal of fear into the man because he had to suspect he was now probably permanently blind in it. I know I suspected it.

Meanwhile the biker's main target was now being held upright by the biker grabbing at his clothes and lecturing him.

"You're worried about the fucking earth? Is that what you're worried about? The earth? How old are you?" No response. "How old are you, shithead!!!"

There was a garbled "Twenty three....." The biker inquired, "How old is the fucking earth!!!"

Seeing that no answer was even close to being on its way the biker yelled "It's 5 billion years old. 23 years ago YOU showed up on it. If you make it past this interview you might live a total of 90 years. Probably tops. Then you'll be gone and the earth will hang around for at least ANOTHER four billion years.....and YOU'RE worried about IT!"

The earth is four billion years old and you're 23.....and YOU think IT'S in trouble! And that I'M the REASON. Shit, you got here just in TIME apparently!! Meanwhile while you're worried about how I am going to damage a planet 25 thousand miles in diameter with my cigar.... the fucking EARTH is going to threaten YOU AND EVERYONE ELSE with tornadoes, floods, hurricanes, volcanoes, drought, starvation, disease, bugs, micro bugs, gravity, frost, fucking fire, avalanches, deadly animals, poisonous plants, poisonous fish, poisonous spiders, poisonous snakes, poisonous fucking

lizards, poisonous goddamn FROGS.....and you think my cigar is going to hurt the planet.

ACTUALLY.....my cigar is going to hurt YOU. When I put it out in your fucking mouth.....and then I'm going to toss it and it will become chemistry for some goddamn new poisonous plant to eat and grow healthy on!!!"

He then started to move the burning end of the cigar towards his face at the same time his buddy, in a grand display of fake concern, pulled the fellow away, like they had been involved this very performance or ones just like it a trillion times before. The five musketeers, suddenly understanding that their world of collegiate harassment was not in the league of Real Life Berserkers, retreated to the SUV, shuffling quickly sideways all the while, saying things like they - the bikers - would be sorry.

I proceeded into the cafe place holding Cecily's arm, putting me between her and them and looking at them and I said, like a scolding elder, heading inside, "I hope you both have learned your lesson."

"It won't happen again. We promise," the non-combatant said calmly, after what I thought was an uncomfortably long pause. Uncomfortably for me, you understand. Once inside and settled Cecily said, "I don't know why you keep stopping here."

I looked at her amazed. "You GOTTA be kidding," I said in disbelief.

The MRF has a serious list of goals for 2019 to keep motorcycling strong

<http://blog.bikernet.com>

I always ask that you join a Motorcycle Rights Organization, national or local, just join and support for our future.

The President of the United States has major goals ahead of him. Some folks don't like him, but I believe he's working very hard for us. I watched a debate on immigration last night. It was fascinating. Unfortunately our media doesn't portray the issue like the experts do, so we think there's something wrong with any immi-

gration effort, but that's not the case at all. And where our government hasn't had the balls to step up to this issue, the President does.

Here's my set of goals for our government and the President. Each one would change our lives substantially for the better, but will anyone step up? Let's see:

Tort Reform: We need to reduce our sue-happy society. Unfortunately our government is run by attorneys. Probably won't happen. If it did our wages would

increase, jobs would increase and profits would increase.

TSA: The TSA has ruined our travel experience and cost taxpayers billions every year for a bucket full of pocket knives. There are technologies available, which would eliminate this intrusion into our lives. I don't want all these guys and gals to lose their jobs and I have a plan for a very positive outcome.

And finally, another major effort, that should have been addressed 30 some

years ago: Infrastructure for a growing population. We need more and doubled-up roads. They want to blame everything on Global Warming when the earth is cooling and we experience fewer storms. But they don't want citizens to drive comfortably to work. It's backwards, but what the hell I'm left-handed. Maybe that's why I dream of a better country for our hard-working tax paying citizens.

Let's hit the news and work for a better America, riding free and Bonneville Records.

Antique Motorcycle Club Of America News

<https://blog.bikernet.com>

This regional show is fast gaining national attention, and this year featured new retro-vintage bikes on display by Janus Motorcycles of Goshen, Indiana. The show is promoted by Anna Heritage and her staff; and Anna comes from a family of bike riders. Her immaculate red and white Honda CL350 was displayed, and her dad Kevin and uncle Rich also ride and race vintage bikes.

Upon arriving I found close to 100 bikes parked outside, including vintage Indian, Triumph, Honda, and Harleys of various years. Across the street I spotted a few vintage flat track racers mingled in with an assortment of street bikes. A large crowd of spectators were admiring the parked bikes outside while enjoying gourmet pizza

cooked on a wood fire stove by Anna's mom, Kay and her crew from Big Bon Pizza! Stepping inside, there were several vendors displaying an assortment of motorcycle related products and services. I suspect our LowCountry Chapter 77 of the AMCA will be one of these vendors next year!

Continuing further inside to the auditorium size brewing floor, a stunning array of artistically presented bikes were placed next to the large stainless steel vats used for brewing craft beer. On display were over 50 assorted vintage, café, custom, and stock motorcycles showing the diversity clearly present in current motorcycling. The high quality of restoration, preservation, modification, was evident, and the custom creativity was remarkable. There were 3 Kawasaki 2-stroke triples in preserved state, nicely hot-rodged Hondas, rare bikes like the clean Laverda

triple and barn-find Norton P11, Harley customs and dual sport BMWs, as well as assorted vintage and modern Triumphs.

The show winner was an early Honda CL350 owned by local Savannah College of Art and Design graduate Julia Wheatley. The bike has an interesting history. Once owned by a young girl back in the early 1970s, it got stolen and given up as dead until recovered just a few years back in typical dilapidated state (crusty, rusty, and corroded).

Sold to one of our chapter members who passed it over to local vintage bike shop Coastal Empire Moto, they worked magic by giving it a second life. The stunning paint work on the tank and headlight ears was all done by the new owner. This CL scrambler was truly deserving of "Best of Show". Not

bad for a 50 year old motorcycle.

LowCountry chapter 77 participated in the event by awarding the "Spirit of Preservation" award to a bike we felt represented the goals of the AMCA. Meeting with several members in attendance, after much debate, we unanimously selected the 1970 Triumph TR6R as the award winner. Owned by Chad Faries of Thunderbolt, GA it has original parts and paint, and only minor few deviations for stock. Nicely preserved and presented, it also won the "People's Choice" award.

You might want to plan a 2019 vacation visit to Savannah next November to attend the annual Victory Moto Show. You will also enjoy the scenic history and beauty of this southern town, where preservation of buildings, landscapes, and motorcycles is a way of life.

The One Moto Show Announces Indian Motorcycle as 2019 Title Sponsor

<https://www.bikernet.com>

Show Founder Thor Drake to Unveil Custom FTR 1200 at 10th Annual Event & Race at The One Pro Super Hooligan Race

Indian Motorcycle, America's first motorcycle company, today announced its title sponsorship of the 10th annual One Moto Show in Portland, OR. In celebration of the new partnership, The One Moto Show founder Thor Drake will unveil an Indian FTR 1200 that he designed and customized for this year's show. The bike will be on display at the show and put through the paces as it will be raced at The One Pro Super Hooligan Race.

The One Moto Show was conceived by Drake, owner of See See Motor Coffee

Co. Drake wanted to create an event for friends who shared a passion for motorcycles and hosted the first show 10 years ago in an old abandoned foundry in Portland. The event has grown from its humble beginnings to a one-of-a-kind motorcycle show known for showcasing a variety of unique, unconventional bikes and serving as a gathering place for motorcycle enthusiasts from all over the world.

As title sponsor for its 10th anniversary, Indian Motorcycle will feature a display at The One Moto Show and highlight the highly-anticipated FTR 1200 and the stripped-down, blacked-out Scout Bobber along with a variety of customs by builders like Roland Sands, Carey Hart, and more.

"Thor Drake is a pioneer in the motorcycle industry, continuously challenging the status quo and inspiring ingenuity within our community," said Reid Wilson, Senior Director for Indian Motorcycle. "As a brand that has always strived to push motorcycling forward, partnering with Thor and The One Moto Show is a natural fit for us."

Inspired by Indian Motorcycle's storied history and success in flat track racing, the FTR 1200 takes design and styling cues from the championship-winning FTR750 race bike that has dominated American Flat Track since it was introduced in 2016. Along with Drake's custom FTR 1200, RSD's Super Hooligan race team will compete at The One Pro Race aboard the all-new FTR 1200.

"Indian Motorcycle is an iconic American brand with a rich history in racing. The introduction of the FTR750 and its newer protégé, the FTR 1200, has created shock waves across the globe." said Thor Drake, Founder of The One Moto Show. "It's exciting to work with such a progressive company. I'm thrilled to have the chance to get my hands on the FTR 1200 to create a special custom build in celebration of the 10th anniversary of The One Show and the partnership with Indian Motorcycle."

The One Moto Show Presented by Indian Motorcycle will take place February 8-10, 2019. For more information and ticketing for The One Show and The One Pro Race, visit The1Moto.com. To learn more about Indian Motorcycle visit IndianMotorcycle.com

Tips For Prepping Your Bike for Storage

<https://blog.bikernet.com>
By Cycle Trader

Enjoy One Last Ride - This may sound like a no-brainer, but putting the bike away for the season sucks - yeah, we said it. Enjoy one last long ride of the season and savor every moment.

- **Prep the Exterior** - Before storing your bike, you'll want to make sure it has had a detailed cleaning. That means breaking out the brushes and sponges to get into those hard-to-reach areas of the bike. You don't want mud, or who knows what else, to tarnish or corrode the finish. When you're finished washing your bike, you'll also want to make sure that you dry the bike thoroughly, and throw on a fresh coat of wax so you can avoid rusting.

Try to eliminate any mud or rust build-up. It will only expand during the winter season. Cover your bike.

- **Fill Up Those Fluids** - You'll want to make sure after your last ride of the season you've filled up your gas tank completely. A half-empty tank can cause major issues in the long run - including rusting. You'll also want to treat your fuel with a good fuel stabilizer before storage as well. Last but not least, make sure to

check your antifreeze levels.

This may sound odd, but an empty tank, unless completely flushed is more dangerous. It's like a bomb.

- **Change the Oil** - Even if your winter season doesn't last very long, it's still important to change your oil before any type of storage. Dirty oil can increase your chance of corrosion, which can lead to engine wear. So, run your bike until the engine warms, then drain the old oil, change the filter, and refill it with fresh oil. Once spring rolls around, you'll already be ready for your first ride.

- **Lubricate Moving Parts** - Keep the moving parts of your bike lubricated during the winter months to avoid rusting or binding. Any basic chain lubricant from PepBoys or somewhere similar should do the trick.

- **Battery Protection** - We recommend removing your battery before winter storage to avoid any damage the cold could cause or parasitic drain which will kill most battery in a couple of weeks. If your bike has a security system, keyless ignition, or most any electronics, it is draining the battery even with the ignition turned off and the key removed.

We also suggest investing in a trickle charger that will provide a low, steady stream of electricity to your battery, which will allow it to stay charged during long periods of inactivity. It is still best to remove the battery for long stretches. Think about it. If your battery is constantly under a slight load then the battery charger is working. For no good reason you're paying for the additional power to your home, and wear and tear on the battery, plus it's a fire hazard.

Pop the battery out of the bike, charge it and leave it until you're ready to ride again. Then charge it once more and put it back in the bike.

- **Don't Forget Your Tires** - Tires can be easy to forget when it comes to storage, but they are important to protect through the winter. Grab a motorcycle stand to put your bike on so you can keep your tires off of the ground to avoid flat spots. If you can't invest in a motorcycle stand, we suggest rolling your bike around slightly every couple of weeks.

It will also be necessary to check the pressure from time to time, if you can't elevate the tires. Just sitting, a lot of tires will seep air and damage the sidewalls.

- **Cover Your Ride or Find Shelter** - If at all possible, the ideal place to put your bike in hibernation is in a heated garage or storage facility. If that's not an option, an unheated garage or shed will work. Avoid leaving your bike out in the elements if you can, but if this is unavoidable and you have to park in the street, invest in a high-quality cover for your bike - you won't regret it.

There are several ways to deal with humid or wet conditions. Marine stores carry safe heat bars. They keep the moisture down inside a boat or a garage. There are other ways such as an open coffee can full of rice or an absorbent material.

Don't forget to secure your bike with a chain, cable lock, and security system or alarm system. If you use a chain you might run it through an old innertube or something to protect it from damaging your paint or chrome.

One more shop tip. If you are parking any vehicle for an extended period make sure you have flow around it. You don't want to bang into, run into, open the door against your pride and joy. Make sure there's a lane around your puppy.

2018 AMA Hare & Hound Champion Kendall Norman | Interview

<https://www.cyclenews.com>

Desert racing in general—and the AMA Hare & Hound National Championship Series in particular—seems to be a sport that favors the younger, often braver rider. Most of its champions, after all, have been ineligible to race the Vet class.

But there are exceptions.

Racing over unknown terrain and taking big chances can bite you—hard—and those who push the limits can find those limits pushing back without warning. Therefore, desert racing also rewards the prudent, the more calculating and experienced rider who can avoid big crashes and serious injury.

Kendall Norman has seen both sides of this coin. When he first won the AMA title in 2010, he had a bit of a reputation for a flat-out style bordering on reckless. But as with many, he appeared to have adopted a smarter, safer approach in his 30s that

earned him his second crown after the 2018 season ended, having amassed two wins in the seven-round chase and finishing off the podium only once—at the final round where he placed a safe fifth to lock the championship up.

But many wondered was where he'd been during those years in between? There were rumors that he'd moved to Baja and was just riding and surfing. Some said he'd become a hermit and would probably never race again.

In truth, he'd taken a sabbatical, dropping out of the public eye and growing as a person, though the racer in him felt he had unfinished business.

So, when he received an offer of proper but private support to go racing in 2018, he agreed and rewarded his backers with the championship before jetting off to Chile to represent the U.S. on the SRT Racing team in the Club category, earning a gold medal for 12th in the C2 class

(250cc two-stroke/450cc four-stroke) aboard his trusty CRF450X.

There's still unfinished business for Norman, though. Ultimately, he'd like to give rally racing a go, Dakar being the goal.

You won the 2010 AMA Hare & Hound National Championship on the Johnny Campbell Racing (JCR) Honda team, which was Honda's satellite team for off-road racing. This year, you came back and won again but as a privateer. Did that surprise you?

My goal at the beginning of the year was to podium every race. We planned on winning the championship because I wanted to build on each race, like build on the podium finishes. Obviously we were given some gifts with riders getting injured and other stuff, and we had some good luck. There were a lot of days when I wasn't the fastest guy, but at the end, consistency pays dividends so I feel like definitely I

had the odds stacked against me and I had some tough times just with having to do a lot of things like build the bike and different aspects of running my program. But I think in the end, just consistency and being smooth and being smart really paid off.

Would you say your riding style or your approach to racing changed or evolved from your first championship to this one?

Definitely! I remember back in the day, I would just go as hard as I could. I would just want to win so badly. Only having one bike for the whole 2018 season, I worried about mechanical failures—not really like mechanical failures, but the bike was just more tired, I'd say, so I didn't have as fresh of equipment this year. The chassis gets tired over time and it doesn't handle as good.

continued page 16

2018 AMA Hare & Hound Champion Kendall Norman (continued)

My dream since I came back and since before has always been the same: it's to go to Dakar. So every time I line up, it's like, "If you're going to go to Dakar, you've got to finish 16 days." If you can't get through the day, then you're not going to make it to the finish [there].

So every time, I just think of that and it's just another day. Also, I've got to go to work on Monday so I don't want to really get hurt!

There were days this season when I wasn't really feeling it and I just took it easy—not take it easy but be patient with the day—and there were days when I was feeling it and went for it and maybe took a couple chances, but in the end it worked out. If you kind of go with your gut out there, it pays dividends.

Readers will wonder what you did during the eight years between your championships. Where were you? What did you do?

After I stopped riding with JCR, I tried to race some [SCORE] Baja and stuff on my own. I never really got a full series of hare and hound nationals since the first championship I had. I was signed up in 2011 to do the whole series, but I had some injuries that held me back from a couple rounds.

After that I just went out in '13 and raced two races and won both of those. I haven't been back since, really.

I just feel like after '13 and the Baja 1000 when Kurt Caselli was killed, I wanted to get back into it, but I just had to take a break. I think my head wasn't in the right place. I don't know; it's hard to explain.

I just took a break, stopped riding as much and kind of like—I think the more you don't do something, you kind of get your mind away from it and it kind of fizzles out.

But if you stay on top of something, obvi-

ously you're going to keep on it.

I kind of let that desire to race go away for a while and I wasn't really happy with that whole thing. Obviously I still had goals to do Dakar and Six Days; I would think about that almost every day, but it's hard to go from not riding every day and not racing all the time to get back into it.

Finally, I just got to the point where I wanted to be back racing. I missed it too much to not be out there.

How did you approach getting the support needed to race an entire hare & hound season, much less finish off the year by racing Six Days?

I work and that supported some of my racing. The place I work [Chocolate Mountain Ranch east of San Diego], my boss Kevin McCarthy provided a bike that they had bought and he allowed me to race the bike so that was a huge help. Then I had Brett Saunders [retired hare & hound racer] help me out with some sponsorship stuff and get me some products and things like that and some discounts on some things. Also, his dad [Glen] and him helped get me to the first few races, probably like the first half of the season. [Former Honda pit captain] Chris Boesen helped get me to the rest of the season this year.

It was full shoestring budget, one bike; just make the best of the situation.

You used the same bike to practice during the week and raced nationals on it too?

That was the thing. I wanted to do more races and stuff, but I used it for qualifying for Six Days, too, and I didn't practice on it because I had to keep it fresh. I had a 2012 CRF450R that I bought back in the day so I used that bike when I went to practice.

That was the thing. If I had races that were back to back to back, then I would feel

way more comfortable than if I came out after a month or two-month break and had to ride that bike that I hadn't ridden since the last race.

There were some challenges and struggles that I encountered that I didn't use to encounter when I had more support, which made it tough. I think just sticking to my plan—be smooth, be consistent. The bigger picture is trying to get to Dakar some day and how I would approach that race and how I would do good there, and I had the same strategy for the nationals. Each day would be another day.

Have you done much practice with a road book to prepare for rallies?

No, not in a long time; just a couple times. That's something I want to get more into next year.

So next year, are you going to be doing more rally-type training or are you going to race nationals again?

I plan to do the hare and hounds, but there's nothing set in stone [as of the middle of November]. Getting ready for Six Days was like a full-time job or it's just like owning your own business. It's something that's hard to describe, but there's so many little things and so much stuff to do—raising money, saving money, selling things, all kinds of different stuff to make this happen. At the moment, I don't have a firm plan for next year. I want to keep the long-term plan the same and try to get to Dakar.

No stranger to hard work, Kendall Norman saw that work rewarded in his comeback 2018 season, winning the Kenda/SRT AMA Hare & Hound National Championship followed by earning a gold medal at the ISDE in Chile.

Do you have any idea when that might happen?

I have no idea.

Dakar takes a huge amount of money

just for the entry fee.

Like I said earlier, I'm way more stoked racing dirt bikes than not. Obviously, I'm just going to stay on it. Hare and hounds are something I'm comfortable with, something that I've had fun doing with my family over the years. It's kind of grass roots; like going out to the desert is what I've always done. I just enjoy it and it's easy—I mean not easy, but it's familiar so it's an easy series for me to do, especially based in Southern California. And it's fun!

What does your job entail? Describe your job.

I'm a laborer. We farm avocados, citrus, and there're other tasks to do like work in the greenhouse. There're some cattle to take care of, as well.

Are you allowed to ride or train or work on your bike during the week?

I haven't honestly done too much training this year. I just try to stay on the riding, but it's just a couple hours a day on the job if you're lucky. But the boss Kevin is super-cool. He gives us the opportunity to come to the ISDE and do the hare and hounds. There'd be days when I'd have to take a half-day or take a day off to prep the motorcycle and things like that so he's been super-cool with that. The McCarthy's have been a big supporter of mine for the series and have helped me, definitely—the most help I've gotten, probably, with helping me with the bike and little things here and there.

Late in the season, Johnny Campbell started helping me with some parts so that's been helpful, not having to go to the motorcycle shop and spend \$100 on brake pads or oil filters or things like that. He gave me some assistance for Six Days, too; he pretty much gave me the most assistance of anyone if count up the dollars for parts and all that stuff.

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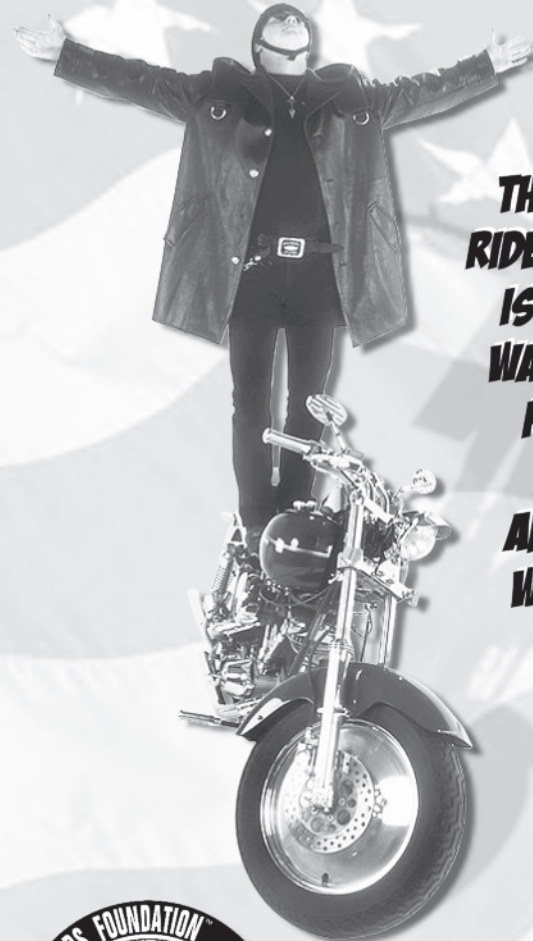


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Nancy Barto	15	R	Email: NBARTO	Room 303	(602) 326-5766
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Walter Blackman	6	R	Email: WBLACKMAN	Room 345	(602) 326-3043
Isla Blanc	26	D	Email: IBLANC	Room 126	(602) 326-5167
Reginald Bolding, Jr. -- Minority Whip	27	D	Email: RBOLDING	Room 335	(602) 326-3132
Shawna Bolick	20	R	Email: SBOLICK	Room 113	(602) 326-3244
Russell "Rusty" Bowers -- Speaker	25	R	Email: RBOWERS	Room 226	(602) 326-3128
Kelli Butler	28	D	Email: KBUTLER	Room 124	(602) 326-5156
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Rosanna Gabaldón	2	D	Email: RGABALDON	Room 325	(602) 326-3424
Travis W. Grantham	12	R	Email: TGRANTHAM	Room 119	(602) 326-4868
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Amish Shah	24	D	Email: ASHAH	Room 123	(602) 326-3280
Thomas "T.J." Shope, Jr. -- Speaker Pro Temp	8	R	Email: TSHOPE	Room 204	(602) 326-3012
Lorenzo Sierra	19	D	Email: LSIERRA	Room 121	(602) 326-3211
David Stringer	1	R	Email: DSTRINGER	Room 308	(602) 326-4838
Arlando Teller	7	D	Email: ATELLER	Room 115	(602) 326-3063
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
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Myron Tsosie	7	D	Email: MTSOSIE	Room 116	(602) 326-3157
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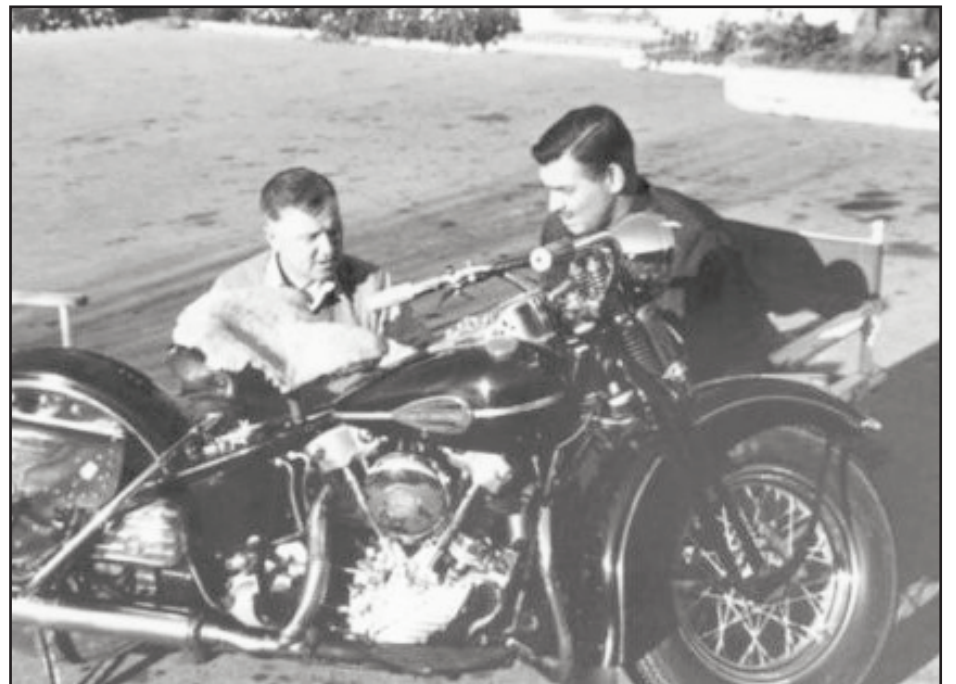
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Federal Court Upholds Traffic Stop Over Fast Blinker

<https://www.thenewspaper.com>

Properly indicating a turn with a signal that is in working order, but blinks rapidly, is potentially unlawful under federal appeals court ruling.

Maxima blinker

Driving with a turn signal that blinks "too fast" is a potentially criminal act under a ruling handed down Tuesday by the Eleventh Circuit US Court of Appeals. The three-judge appellate panel set the precedent after considering a traffic stop that took place on December 12, 2013, in Greene County, Georgia.

On that day, Deputy Sheriff Robert McCannon stopped the Erickson Meko Campbell's Nissan Maxima on Interstate 20 in Georgia after noticing his turn signal blinked rapidly when making a lane change. The deputy also said he saw the gray sedan cross the fog line once, then after he turned on his dashcam, that it crossed a second time. When the video footage of the stop showed no such thing, prosecutors stuck with the blinker as jus-

tification for the stop. The case is unusual because Campbell's blinkers were in fact working, and the video showed the signal was clear and visible. During the traffic stop, the deputy checked all of the lights on the Maxima, and none were burned out. There is no standard in the Georgia Code for how fast a turn signal should blink.

"But the rapid blinking is an alert that something, be it an expired bulb or faulty wiring, might not be in good working condition," Judge Gerald Bard Tjoflat wrote for the court. "Thus, the rapidly blinking turn signal provided McCannon with reasonable suspicion to believe that Campbell's car was in violation of the traffic code."

The judges pointed to a provision in Georgia law requiring all equipment being kept in "good working condition," suggesting Campbell's blinker was not in compliance because it was in working condition, just not "good" working condition.

"If all the statute demanded is that the turn signal be visible from 300 feet and clearly indicate an intention to change lanes, the good working condition language would be superfluous," Judge Tjoflat wrote. "It must mean more."

The court did take issue with Deputy McCannon's elaborate roadside questioning. Campbell was pressed on his travel plans, his knowledge of Augusta, where he worked, if he had time off work, how old his car was, what kind of deal he received on his car and his traffic and criminal history.

"Any counterfeit merchandise that you're taking to your relatives in Augusta?" the deputy inquired. "And what I mean by that is -- any purses? Shoes? Shirts? Any counterfeit or bootleg CDs or DVDs? Anything like that? Any illegal alcohol? Any marijuana? Any cocaine? Methamphetamine? Any heroin? Any ecstasy? Nothing like that? You don't have any dead bodies in your car?"

Under the US Supreme Court ruling in

Rodriguez v. US (view ruling), police may not "measurably" prolong a traffic stop with such questions.

"We think the proper standard emanating from Rodriguez is this: a stop is unlawfully prolonged when an officer, without reasonable suspicion, diverts from the stop's purpose and adds time to the stop in order to investigate other crimes," Judge Tjoflat wrote.

The court found the unrelated investigation of potential dead bodies in the trunk wasted 25 seconds of Campbell's time, violating the new standard set by the appellate court. Since this is a new precedent, however, the court did not apply the exclusionary rule to the case. That is bad news for Campbell, because when his Maxima was searched, the deputy found a High Point C9 9mm pistol inside a black and gray Michael Jordan gym bag. Campbell could not legally possess this weapon.



New Mexico Appeals Court Shuts Down Car Confiscation Program

<https://www.thenewspaper.com>

State appeals court ruling drives final nail in coffin of Albuquerque, New Mexico car seizure enterprise.

Car being towed

The New Mexico Court of Appeals last month pulled the plug on Albuquerque's automobile seizure program. The city had leaned on the program to generate \$13.5 million in profit over the last eight years by cutting legal corners. Earlier this year a federal judge declared the program in violation of the US Constitution (view ruling), while the latest state Court of Appeals decision found it in violation of state law.

In 2015, New Mexico lawmakers grew uneasy about how many cars the city was grabbing and the lack of due process protections for innocent owners. The legislature unanimously enacted a law requiring cities to obtain a criminal conviction before initiating a forfeiture action. The city continued taking cars anyway.

Albuquerque enacted an ordinance authorizing the "immediate" taking of cars from people accused of drunk driving or driving on a suspended license. According to testimony presented at trial, as many as half of the vehicles that were seized were grabbed from people who were not the vehicles' owners. They had neither done anything wrong, nor been convicted of a crime. Lawyers for

motorist Wilfredo Espinoza insisted the ordinance violated the 2015 law, a notion Albuquerque vigorously fought in court. A three-judge state panel sided with Espinoza.

"The New Mexico Forfeiture Act (NMFA)... restricts forfeiture to criminal proceedings and imposes specific requirements on any criminal forfeiture proceedings that must comport with the provisions of the NMFA," Judge Stephen G. French explained. "The ordinance, however, allows the city to accomplish precisely what the legislature intended the NMFA to eliminate: civil forfeiture."

More importantly, Albuquerque's ordinance forced the vehicle owner to prove

he "could not have reasonably anticipated" the car would be misused in order to have a chance at recovering his property. State law, by contrast, placed the burden of proof on the government.

"The ordinance and the NMFA are functionally at odds with one another," Judge French wrote. "Because the procedures set forth in the ordinance are different from and contrary to the procedures outlined in the NMFA, we conclude that the ordinance is so inconsistent with the terms of the NMFA that the NMFA is the equivalent of an express denial of the city's authority to enact the ordinance."

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