

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

JULY 2019

VOLUME 27, ISSUE 9

# ON THE HILL



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Mike Infanzon  
 Legislative Director

As of today, Congressman Andy Biggs (CD5), Congresswoman Ann Kirkpatrick (CD2), Congressman Schweikert (CD6) and Congresswoman Debbie Lesko (CD8) have co-sponsored H. Resolution 255, Promoting Awareness of motorcycle profiling. Biggs and Lesko were co-sponsors last year as well. This is a win since the resolution has been assigned to the sub-committee Congresswoman Lesko sits on. Her staff has been very supportive of the issues I have brought to their attention. In addition to the four who have signed onto the bill, Congressmen Gallego, Grijalva, O'Halleran, and Stanton have committed to signing on as well. Senator Sinema said she would join the Senate Motorcycle Caucus. We were even able to get Congressman Amodei (NV2) to sign onto H Res 255 and join the

House motorcycle caucus. All from an elevator ride up 3 floors. This proves that being prepared will have an impact. So right now there are 32 sponsors. Illinois has 6 and Arizona and Wisconsin both have 4.

All in all a successful trip. We had seven representing Arizona at Bikers Inside the Beltway this year.

We are still working on an ethanol bill as well as a few other things on a federal level including the definition of a motorcycle reevaluated.

#### STATE UPDATE

The State Legislature finally Sine Die after 134 days. Budget negotiations were very partisan this year. Much more than usual. We did get a concession on the \$32 VLT in the budget. The \$32 VLT fee will be repealed but in two years. It was the compromise made in the budget negotiations. The Governor started with a no repeal, so a 2 year is a tie in my eyes. So on the session I see us as a 5-1-1 on bills.

#### LEGISLATIVE SURVEY RESULTS

1. Increased penalties for crashes involving motorcyclists, bicycles and pedestrians when red light running is involved 67.24%
2. Tougher penalties for distracted driving 62.50%
3. Road repairs and improvements 62.50%
4. Protect motorcyclists by having true

tort reform to stop insurance inequality (Helmet Lie) 60.71%

5. Not using ANY gas tax to be used except for its intended purpose. I.e. Road improvements and repairs 58.93%

6. Higher penalties for tailgating a motorcycle and for pulling in to a lane already occupied by a motorcycle. 56.90%

7. Pass legislation protecting motorcyclists, bicyclists and pedestrians against autonomous vehicles 57.14%

8. Continued changes to the infrastructure to recognize motorcycles in turn lanes and at stop lights 53.57%

9. Lane Splitting/Lane Filtering 50%  
 These are the issues you want the legislative team to address. I already have meetings set for this coming week with several legislators to begin working on these issues. I have had legislators contact me already to begin the planning for 2020.

I have been invited to sit at the table during discussions with Legislators and party leaders to have input on issues impacting motorcyclists. This was my number one goal when I took over the position almost 3 years ago. ABATE is THE go to for anything motorcycle legislative and regulatory related in Arizona. Now we just have to make sure we can play the game.

Watch for the 2019 Legislative Scorecard next issue.

Be good to one another.  
 Mike

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

# ABATE OF ARIZONA LOCAL CHAPTERS

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

Chairman.....Chairman: Woody Phillips

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

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

Please make sure your Chapter has representation.

### BOARD APPOINTED OFFICERS

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

### STATE OFFICER APPOINTED OFFICERS

Masterlink Editor.....Eric Hampton

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

President.....Jim Butsback  
 Vice President.....Brad Cosby  
 Secretary.....Dawn Steed  
 Treasurer.....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.....Nichole Driggers  
 Designated Lobbyist.....Michael Infanzon  
 ABATE Products.....Gynni Giebel  
 MasterLink Editor.....Eric Hampton  
 TheMasterlink@abateofaz.org  
 Office phone: 480-256-9237

www.abateofaz.org and www.toobrokeforsturgis.com

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

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

## East Valley Chapter

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

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

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

## High Country Chapter

605 W. Arabian Way Payson AZ 85541

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

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

## Phoenix-Shadow Mountain Chapter

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

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

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

## Southern Arizona Chapter

6888 N De Chelly Loop Tucson, AZ 85741

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

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

## Yavapai Chapter

465 E Liana Dr. Chino Valley, AZ 86323

Coordinators.....Dan Tumey  
 Vice Coordinator.....Richard Carver  
 Secretary.....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 3rd Sunday of every month, 10:00 am, VFW Golden Valley, Post 2555, 6068 Supai Dr., Golden Valley, AZ 86413 Phone: 715-651-0770 thamedic1951@gmail.com

## Superstition Chapter

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

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

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

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

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

### EDITOR'S NOTE:

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

# News from the MRF

For Immediate Release

May 24, 2019

The Motorcycle Rights World Losses another Freedom Fighter

It is with great sadness that the Motorcycle Riders Foundation has learned of the passing of John Pierce. John was a dedicated freedom fighter, a Marine, husband, family man, mentor, brother, pilot, biker, former MRF Board Member, and he served in many capacities at the SMRO level. With John's career background, he brought a new perspective and professionalism to the

MRF and his SMRO's. Having lived in several states he spread his knowledge and dedication around and left a lasting impact on several SMROs, as well as the MRF. From day one we all knew his heart, passion, and dedication.

The MRF would like to express our sincere and heartfelt condolences to John's wife Chris and family and we offer our thoughts and prayers to all who were deeply touched by this great man.

Ride in Peace John

For Immediate Release

May 24, 2019

Another Successful Bikers Inside the Beltway

Bikers Take the Hill

This week was the 11th Annual Michael "Boz" Kerr Bikers Inside the Beltway event in Washington D.C. Nearly 150 bikers from 28 states made the journey to Washington D.C., to advocate for issues of importance to the motorcycle community. With kickstands up at 6:45am, an armada of bikes rolled down the streets of Washington to the doorstep of the U.S. Capitol Building.

Riders met with almost 300 Congressional offices to discuss issues like motorcycle profiling, autonomous vehicle technology, the definition of a motorcycle and consumer education surrounding ethanol. It goes without saying that when 100 plus bikers start roaming the halls of Congress people take notice. In fact, we were so visible that a Congressman started up a conversation

with a few riders in an elevator and the next day signed on to our profiling resolution!

The MRF would like to thank all those that participated in the Bikers Inside the Beltway event. We know that coming to Washington requires time, money and effort on your behalf, but it is an invaluable way for us to advocate for our priorities.

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Would you like to receive *The Masterlink* digitally? It is posted monthly on the ABATE website - [www.abateofaz.org](http://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](mailto: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.

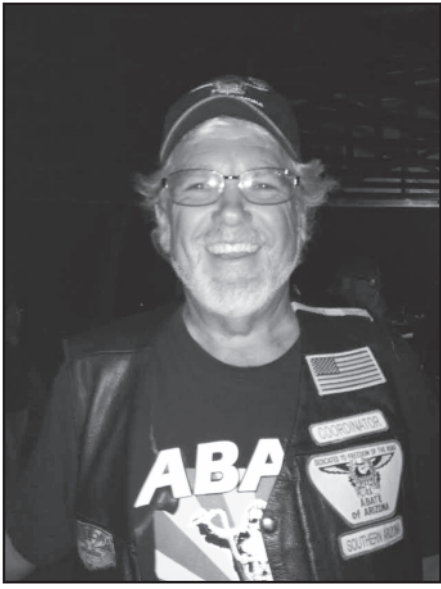
We will involve ourselves in fund raising to achieve our goal.

### How to Reach Us

480-256-9237  
 For Advertising Rates  
 Email Eric  
 at [themasterlink@abateofaz.org](mailto: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
<b>Business Card Size (3-1/2" w x 2" h):</b>	\$20.00	\$60.00	\$200.00
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<b>1/2 Page (10-1/4" w x 8" h)</b>	\$100.00	\$300.00	\$1,000.00
<b>Full Page (10-1/4" w x 16" h)</b>	\$200.00	\$600.00	\$2,000.00
<b>Full Color Back Page (10-1/4" w x 16" h)</b>	\$400.00	\$950.00	\$3,300.00

## President's Report



By Jim Butsback

Well another great party is now in the books as they say. The 28th edition of Too Broke for Sturgis was this past month. As I sit to write this we still have not had a final accounting and the debriefing meeting is set for next week. By the time this edition of The Masterlink is published we should have firm numbers to tell us how we did this year. Preliminary numbers put us at an increase over last year in attendance and I believe everyone had one heck of a good time!

I want to congratulate the entire Too Broke Committee on a terrific job that they did this year. This group of dedicated ABATE members have donated hundreds of hours for the betterment of our organization and the entire motorcycling community. Not only did their

hard work make for a profitable event that helps fund all of the work we do around our state, they did everything they could to make sure that everyone who attended had an amazing weekend and a memorable time at TBFS!! Well done guys!

On behalf of the members of ABATE I would like to thank all of our sponsors who helped to make this event a success. First of all the fine folks from Mormon Lake Lodge for once again providing an amazing location at which to hold an event like this. This facility is unique in that it provides all the amenities needed. The main sponsors, Russ Brown Motorcycle Attorneys, AZ ATV Rentals, The Law Tigers, Hogg Doggs, Dirty Dogg Saloon, Aid to Injured Motorcyclists, Tombstone Brewery and AZ Rider Magazine. I hope I have not missed anyone and if I have I apologize and please know that EVERYONE is most appreciated. Without these fine folks' support we could not have made this the success it was.

If you did not have the opportunity to attend this year's TBFS event please mark your calendars for next year! This is ABATE of Arizona's one state wide fund raising event and every ABATE member should try to attend and dedicate themselves to volunteer and work this event for the good of our organization. I understand that sometimes it is not possible for everyone to make it to these events, BUT an organization such as ours with HUNDREDS of members, should not be as shorthanded as we

were. If not for the hard work and dedication of a small group of our members and the support of several other clubs and volunteers we would not have been able to accomplish this.

I could keep on listing those individuals and Clubs that stepped up and volunteered their time and efforts in support of our great motorcycling community but I would miss some and I do not wish to lessen their importance or our appreciation of them. SO to everyone who worked to make this event great, no matter what you did or how long you worked, THANK YOU!!!

There were so many clubs who attended that I cannot mention them all for fear of missing one. I had the pleasure of seeing several members of the MMA and the MMAA. These groups along with ABATE of Arizona are working to protect the rights of ALL riders across the entire state of Arizona. If you are not a member of a SMRO and you ride a motorcycle in Arizona or are interested in the Motorcycle Rights Movement, I encourage you to seek out a SMRO in your area and join. There are groups all across our state and I am sure there is one near you.

Many times when you attend an event you see that "A portion of the proceeds" will go to some cause. I want to assure everyone that ALL the proceeds go towards continuing the fight for "Freedom of the Road". This helps pay for our newsletter The Masterlink. It funds our lobbyists and our delegations

to Bikers inside the Beltway in Washington D.C. It allows us to send participants to conferences such as "The Meeting of the Minds" put on by the MRF and to the National Coalition of Motorcyclists convention. The information and knowledge gained by attending these seminars and workshops is extremely valuable in dealing with issues here in Arizona. It also makes it possible for ABATE of Arizona, along with the ACMC, MMA and MMAA are able to fund our annual "Motorcycle Day at the Dome".

I know several members of the Too Broke for Sturgis committee have been doing this for many years and are looking to step aside and let some new blood take over. I would like to see more members from other chapters outside of the Phoenix metro area become members of the TBFS committee. It is time to start teaching others what is done and how this event comes together. It is also important that we get fresh ideas. Just because we have always done it one way does not mean there isn't a better way. Please talk it over amongst your chapter members. We are also interested in any ideas you may have to help make this event bigger and better. Please write down your ideas and share them with the Too Broke committee. Remember that this is your organization and therefore TBFS is YOUR event. Please let us try and make it the great event we all know it should be!

Until next month!! RIDE FREE!!  
Jim

## News from the MRF (continued)

Included in the contingent were representatives from many State Motorcycle Rights Organizations (SMRO), the Confederation of Clubs, the National Coalition of Motorcyclists, the National Council of Clubs and the Motorcycle Profiling Project. Everyone coming together in Washington, to accomplish the shared goals. The D.C. team would not be successful without the grassroots effort of our members and partners. Next week Congress is in recess for Memorial Day and most lawmakers will return home to their districts to meet with constituents. If you were unable to make it to Washington, next week is a great opportunity to stop by your Congressman's local office to chat with them about the motorcycle community. Below is a link to the issue papers on topics we discussed in Washington. These one-page papers are a great way to educate lawmakers on issues of importance to motorcyclists. We need to keep up the pressure and make sure that our concerns are not forgotten. 2019 Bikers Inside the Beltway Talking Points

### First Time Riders

While bikers from around the country were meeting with lawmakers, the MRF in connection with the National Transportation Safety Board (NTSB) and MRF Awareness & Education (MRF A&E), hosted an open house where Capitol Hill staff had the opportunity to "ride a motorcycle" inside a government building. The smart trainer provided by MRF A&E was a unique opportunity for Capitol Hill staffers to try their hand at riding a motorcycle. For many, this was their first experience to understand the skills required to operate a motorcycle.

The leadership of the MRF including President Kirk "Hardtail" Willard and Vice President Jay Jackson welcomed Michael Fox from the NTSB to the open house. Michael is the lead government investigator for all accidents involving motorcycles nationwide. Michael is a passionate motorcyclist who understands the balance between safety and personal freedom. Michael was excited to be part of Bikers Inside the Beltway and pledged to work with the MRF to find common ground on issues we can agree on.

### Awards

Bikers Inside the Beltway was the perfect opportunity for the MRF to thank specific lawmakers who have been true champions for our movement. On Tuesday, Senator John Thune of South Dakota and Congressman Mike Burgess of Texas were presented with their MRF Legislator of the Year vests.

Senator Thune was the lead Republican in introducing the AV START Act – the first federal framework to mandate the regulation of automated vehicles. Prior to the bill's introduction, his office worked directly with ABATE of South Dakota and the MRF to understand riders' concerns on the issue and then included motorcycle-specific considerations in the bill.

Jiggs Cressy, Executive Director of ABATE of South Dakota presented Senator Thune with his vest and stated, "Senator Thune has not only been a close family friend but has also been a dedicated servant to South Dakota for many years. He has also been a supporter of the mission of ABATE of South Dakota, and

the MRF. Senator Thune and his staff have always made time to listen to the concerns and opinions of motorcyclists from both South Dakota and across the country. I can't think of any Senator more deserving of this honor than Senator Thune."

At a ceremony in front of the U.S. Capitol with riders in attendance, Kirk "Hardtail" Willard presented Congressman Burgess with his legislator of the year vest. Congressman Burgess spoke about the formation of the House Motorcycle Caucus and his efforts over the last decade to fight for the rights of motorcyclists. Congressman Burgess was joined at the podium by Congressmen Tim Walberg of Michigan and Congressman Troy Balderson of Ohio. All three Congressman are riders, members of the House Motorcycle Caucus and passionate about protecting riders on and off the road.

For 30 minutes after the ceremony the three Congressmen chatted with riders from all over the country, sharing stories about their experiences and their efforts back home to fight for issues of importance to motorcyclists. The MRF thanks not only Senator Thune and Congressman Burgess but Congressman Walberg, Congressman Balderson and all the Members of Congress who took time this week to meet with and listen to riders.

### Special Thanks

An event of this size requires hard work and long hours by board members, employees and volunteers. A few individuals went above and beyond, and we'd like to give them a special shout out.

Tiffany Cipoletti, MRF Director of Operations, not only spent hours scheduling meetings and drafting talking points but also spent nearly three full days navigating the bureaucratic maze that is the Washington D.C. Department of Parking. This effort allowed over 100 motorcycles to safely ride and park in our nation's capital.

Dave Dwyer, SSMRO Representative to the MRF board and fellow ABATE of Wisconsin member 'Seven' lead the procession of motorcycles from the hotel in Virginia to the steps of the U.S. Capitol.

Fred Harrell, MRF Director of Conferences and Events, coordinated affordable hotel packages and meeting space for attendees. This is no easy feat in one of the most expensive metropolitan areas of our country.

Ron Braaksma from the MRF A&E, drove over 1,000 miles to Washington with a smart trainer hitched to his truck. The smart trainer gave congressional staff a small look into the skill set that is required to ride a motorcycle.

Finally, we would like to thank our SSMRO partners for supporting this event, the MRF and its board members who spent the days prior to the event in meetings and discussion groups working to keep the MRF a vibrant and relevant voice for motorcyclists.

Thank you to all for a great event and we hope to see even more riders in Washington D.C. next year!

## Chapter Reports

### East Valley Chapter

Wow! Can you believe it's July already? Half the year is already in the books. The weather is already HOT so make sure you are staying hydrated and checking your tires for wear and air pressure. Heat, wear and tire pressure are the leading causes for tires to fail.

Well, another Too Broke is in the books. We hope everyone had a great time. The weather was perfect up in the cool pines. Hopefully everyone made it home safe. A big hand to the Too Broke committee for all their hard work.

Wildfire season is upon us again. If you plan on riding up north check the roads to see if wildfires are affecting your route. Don't get trapped. Make sure that you stay hydrated and pack plenty of water for your rides.

That's it for now so ride safe and pay attention.

Donna Batty  
E.V. Communications

### High Country Chapter

Last month we had our May Safety Day at the Mogollon Rim Visitor Center where we handed out free donuts and coffee to Memorial Weekend travelers. This is our annual way of making sure motorists are reminded to share the road with, and to look twice for, motorcycles.

This year, as in the past, we teamed up with our brothers and sisters from the Rim Country District of the Modified Motorcycle Association of Arizona (MMA). We often collaborate and support each other's events and activities and it has helped both organizations be stronger. So, thank you, yet again, to our MMA brothers and Sisters.

At the Safety and Awareness event we handed out 15 dozen donuts and about 225 cups of coffee and a half case of water. Each of these encounters included a conversation about looking twice for motorcycles and in some cases included an ABATE of AZ Membership form.

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

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

### Mohave Chapter

The end of August will mark our 1 year anniversary as a chapter and we are looking forward to growing more. Our first meeting in August of 2018 we had a great turnout but while our membership numbers have continued to grow, our meeting attendance has slowly dwindled in numbers. At our meeting in April, we discussed different options for our meetings. We felt there were 2 problems with our meetings being held when they were: the night of our meetings and the location. Wednesday night at 6:30 hindered a lot of folks that worked. Mohave is a big county, and interest seems to be growing more in the Kingman area, we decided moving our meetings to Golden Valley would make it more centrally located. Our Chapter decided to change our meetings to the 3rd Sunday of the month and moved the location to the VFW in Golden Valley. May 19th was the first meeting with the change in tie and location, and it seemed very positive.

I am happy to say we had 6 members at Too Broke this year and 2 possible new members. I think that I can safely say for our members present, "we had a blast". A big THANK YOU to all who worked to make Too Broke a great rally and a great time.

Our next meeting is this Sunday, June 16th at the VFW in Golden Valley.

Tom "Papa Smurf" Aydt  
Mohave Chapter Coordinator

### Phoenix/Shadow Mountain

NO REPORT.

### Superstition Chapter

NO REPORT.

### Southern Arizona Chapter

Hi everyone I hope you all had a good time at 2 Broke. I for sure did. So did karma. Our chapter is working on trying to do a camping trip in the near future we would like to invite all of the Arizona chapters but it is Members Only. 21 or over we will be letting you know what the date is ASAP. We have done a watch out for motorcycle flyer for our chapter with pictures of Fallen Riders. Unfortunately we have a new photo to use. We meet on the third Saturday of every month. We would love to see members of other chapters at our meeting. I believe that we are one for all all for one.

Dragonfly  
Southern Arizona chapter coordinator

### Yavapai Chapter

NO REPORT.

### Yuma Chapter

NO REPORT.

## Capitol Hill Update

<https://mrf.org/>

### MRF PAC Event

Thursday morning your D.C. team, on behalf of the MRF PAC, attended a private breakfast with Congressman Michael Burgess (R-TX) and his senior staff. This fundraising breakfast was a great way for the MRF to thank Congressman Burgess for his leadership on motorcycle issues and allowed us a private audience to discuss high priority issues facing the motorcycle community.

Earlier in the year, Congressman Burgess was the lead author of a bipartisan Congressional letter to the National Highway Traffic Safety Administration seeking clarification on the current definition of a motorcycle. We thanked him for his leadership on the letter and asked him to remain engaged with NHTSA on the topic.

He is also a senior member of the House Energy and Commerce Committee. This committee has jurisdiction over legislation regarding autonomous vehicles. We raised our concerns about the ability of autonomous vehicles to read and react to motorcyclists and ask him to be vigilant about protecting motorcyclists in any legislation regarding autonomous vehicle technology.

Finally, we thanked him for his leadership

role as chairman of the House Motorcycle Caucus, which he co-founded in 2008. Before we left, he made sure to share stories about his youth in Texas and riding a 305cc Honda CB77 Super Hawk.

Thank you to all those that contribute to the MRF PAC. Your donations allow the D.C. team to support our friends on Capitol Hill and lets us interact with lawmakers in a more informal setting.

### Long Distance Friends

In addition to the 435 lawmakers elected from the 50 states, the House of Representatives also has five delegates one each from American Samoa, Guam, the Northern Mariana Islands, the US Virgin Islands, Washington D.C. and a Resident Commissioner from Puerto Rico.

While limited in their voting powers, these six elected officials have the ability to introduce legislation, vote in congressional committees and cosponsor resolutions and bills. In keeping with our commitment to seek friends and allies wherever we can find them, the MRF is proud to announce that Congresswoman Amata Coleman Radewagen Republican from American Samoa has signed on to H. Res. 255 the motorcycle profiling resolution.

This small island chain, located in the South Pacific, 7,028 miles from

Washington D.C. is now on record about motorcycle profiling. The MRF D.C. team will continue to look for lawmakers who will stand with us regardless of political party or geography. Thanks to Congresswoman Coleman Radewagen and the people of American Samoa for standing with the motorcycle community!

### Who's With Us?

(attached is a map of the states we have cosponsors)

As we mentioned last week, momentum is building on our motorcycle profiling resolution. We now have 46 cosponsors from 22 states and a U.S. territory. If you are curious if your member has signed on, simply click on the link below and you will see a current list of all cosponsors. H. Res 255 Cosponsors

As we move into a more targeted search for cosponsors, specific states will be asked for help in contacting important potential cosponsors. Please keep your eyes open for MRF calls to actions and keep sharing the current one: <https://mrf.org/federal-legislative-issues/>

### EXECUTIVE & REGULATORY UPDATES – NHTSA RELEASES 5 YEAR MOTORCYCLE SAFETY PLAN

Earlier this month, the National Highway Traffic Safety Administration (NHTSA)

released its Motorcycle Safety 5-Year Plan. The agency's report highlights what they believe to be the challenges and strategies to address the following four sections: data, law enforcement, state support, and federal programs. While you will read about some of the common topics they hit on: helmet laws, conspicuity, barriers to rider training, and motorist awareness. NHTSA is quick to note that motorcyclists continue to be overrepresented in traffic-related fatalities, accounting for 14% of all traffic-related fatalities, while representing only 3% of the entire registered motor vehicle fleet.

While we didn't find anything earth-shattering while reviewing the 42 page report that gives us a framework for what to expect out of the agency in the next five years, I think it is worth noting that the agency reports that only 1.8% of its \$570 million annual grant programs to the states spends on motorcycle related issues. Let's break it down a little further! NHTSA spends on average \$10 million dollars on motorcycle safety nationwide and if we can assume that each state receives the same amount of money in grants (they do not), that leaves each state with a mere \$200k to dedicate to motorcyclists. I would like to see them commit more funds to the states to spend on addressing issues that they are facing.

Your Team in D.C. Tiffany & Rocky

## European Commission:

## 'No Intelligent Speed Assistance for motorcycles'

<https://blog.bikernet.com>

by Wim Taal

On FEMA's request, the European Commission replied to the rumours of the introduction of speed limiters on motorcycles.

After the news broke in April 2019 that 'Europe' wants overridable Intelligent Speed Assistance (ISA) for cars, we

quickly noticed that a large part of the automotive and motorcycle press described the overridable intelligent speed assistance as "speed limiters for cars and motorcycles". This is not correct.

Ms Róża Thun, the member of the European parliament who steered this legislation through Parliament, clearly stated "We do not introduce a speed limiter, but an intelligent system that will

make drivers fully aware when they are speeding", but some journalists kept insisting that Europe was about to make speed limiters on bikes mandatory.

To clarify this matter once and for all, FEMA wrote an official letter to Matthew Baldwin, the Deputy Director-General for Mobility and Transport and European coordinator for road safety and sustainable mobility.

In our letter we voiced our concerns

about possible ISA on motorcycles and we made the point that no technological developments regarding a possible improvement of road safety should be implemented without proper consultation of motorcyclists. We stressed the fact that certainly a measure like ISA should not be implemented without first clearly establishing the need for introduction on motorcycles.

**continued page 9**

# Coast to Coast

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

**LOUISIANA ENACTS LAW AGAINST MOTORCYCLIST PROFILING**  
Louisiana has become the third state to pass legislation to curtail the profiling of motorcyclists by law enforcement, by unanimously approving House Bill 141 in the state legislature (38-0 in the Senate 6/2/19 and 103-0 in the House 6/3/19), and the biker anti-discrimination measure was signed into law on June 11, 2019 by democrat Governor John Bel Edwards.

Effective August 1, 2019, HB 141, "Provides relative to motorcyclist profiling training for peace officers," by establishing the creation of a "motorcyclist profiling awareness training program" to include classroom or internet instruction "in the current bias-recognition policing curriculum."

Sponsored by Rep. Frankie Howard (R) at the request of ABATE of Louisiana, with support from the Louisiana Confederation of Clubs & Independents as well as the National Council of Clubs and the Motorcycle Profiling Project, the new LA law defines "motorcyclist profiling" as "the arbitrary use of the fact that an individual rides a motorcycle or wears motorcycle related clothing or paraphernalia as a factor in deciding to stop, ques-

tion, take enforcement action, arrest, or search an individual or his motorcycle or motor vehicle."

The Bayou State follows the states of Washington (2011) and Maryland (2016) in passing similar legislation, all by unanimous votes, and a bipartisan federal anti-profiling bill currently awaits further action in the U.S. House of Representatives (House Resolution 255) after passing by unanimous consent in the United States Senate (Senate Resolution 154) late last year.

**MISSOURI HELMET LAW A SIGNATURE AWAY FROM REPEAL**  
The Show-Me State may soon grant adult motorcycle riders the freedom to choose whether or not to wear helmets, as legislation to repeal their mandatory motorcycle helmet law for those 18 and older who carry qualifying medical insurance is currently sitting on the desk of Governor Mike Parson (R) awaiting his signature. Parson previously supported repeal as a member of the state legislature.

Senate Bill 147 passed the Senate 21-12 on Thursday, May 16 and the House voted 94-46 the following day to advance the omnibus transportation package to the governor.

Missouri is currently in the minority among states, as only 19 states and the District of Columbia mandate the wearing of motorcycle helmets by all riders.

Repeal efforts have been debated in the General Assembly for decades, and twice before lawmakers had passed helmet law repeal bills, in both 1999 and 2009, but couldn't overcome gubernatorial vetoes.

But now, with Republicans holding hyper-majorities in both chambers and the governorship, riders' rights groups like ABATE for Missouri and Freedom of Road Riders of Missouri took advantage of the "perfect storm" to navigate their bill through the Conservative-controlled legislative agenda.

Gov. Parson has voted in favor of this issue in the past, and according to the St. Joseph Post newspaper, "nearly all stakeholders expect him to sign it."

**NEBRASKA POLICE TARGET MOTORCYCLISTS**  
In a battle between bikers and cops, Nebraska State Troopers are working with local law enforcement this summer to put the brakes on speeding motorcycles.

For the second year in a row, troopers will conduct special enforcement operations to stop speeding bikers, utilizing an \$18,000 grant from the Nebraska Department of Transportation Highway Safety Office that will allow for aviation support as well as more law enforcement on the ground.

"Motorcycles have a unique ability to

evade law enforcement... (so) we'll use resources like helicopters to help out," Nebraska State Patrol Capt. Jason Scott told KMTV 3 NewsNow in Omaha, adding that numerous citations have been made so far and arrests have been made for reckless driving and for flight to avoid arrest.

"We've been working with the county attorney's offices to make sure there's a message that's sent here," Capt. Scott said. "We're not going to tolerate the aggressive driving."

**RED LIGHT CAMERAS BANNED IN TEXAS**  
Drivers in Texas are about to be seeing less red, as Governor Greg Abbott (R) has announced that he has signed legislation that bans red light cameras across the Lone Star State. House Bill 1361, authored by Representative Jonathan Stickland (R-Fort Worth), would prohibit the use of "photographic traffic signal enforcement systems."

Stickland told FOX7 the bill was motivated by "a lot of reason," including privacy concerns and the right to due process.

The new law included a grandfather clause for cities involved in red light camera contracts that have yet to end,

continued page 6

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

<p><b>ABATE IS:</b></p> <ul style="list-style-type: none"> <li>· A Motorcycle Rights Organization (MRO)</li> <li>· For Bikes &amp; Riders, regardless of Race, Creed, color, sex, age, machine or gear</li> <li>· For all Motorcycles regardless of Fraternal or club affiliation, as well as Independents</li> <li>· For people interested in motorcycle safety</li> <li>· For People interested in rider education</li> <li>· For people interested in motorcycle awareness PSAs directed to non-Riders</li> <li>· For people interested in protecting and promoting motorcycling</li> <li>· A volunteer, not-for-profit grass-roots organization</li> <li>· For Motorcyclist who enjoy the ride</li> </ul> <p style="text-align: center;"><b>\$7,583 Value</b></p> <table border="0" style="width: 100%;"> <tr><td>\$50</td><td>Masterlink, Patch, Memb card</td></tr> <tr><td>\$8-20</td><td>TBFS Disc Entry, RV, Cabins</td></tr> <tr><td>\$3,500</td><td>AD&amp;D Benefit</td></tr> <tr><td>\$3,000</td><td>60% Discount Health</td></tr> <tr><td>\$10</td><td>Child Safe Kits</td></tr> <tr><td>\$3</td><td>White Bandana</td></tr> <tr><td>\$1,000</td><td>Leadership Training</td></tr> <tr><td>Priceless</td><td>Motorcycle Awareness</td></tr> <tr><td>Priceless</td><td>Rights</td></tr> <tr><td>Priceless</td><td>Rider Education</td></tr> </table>	\$50	Masterlink, Patch, Memb card	\$8-20	TBFS Disc Entry, RV, Cabins	\$3,500	AD&D Benefit	\$3,000	60% Discount Health	\$10	Child Safe Kits	\$3	White Bandana	\$1,000	Leadership Training	Priceless	Motorcycle Awareness	Priceless	Rights	Priceless	Rider Education	<p><b>ABATE of Arizona Serves to:</b></p> <ul style="list-style-type: none"> <li>· Collaborate with other organizations to monitor and support funding for practices that do not discriminate against motorcycling.</li> <li>· Encourage political involvement of its membership.</li> <li>· Promote and present motorcyclists and motorcycling in a positive and safe manner.</li> <li>· Help prevent motorcycle crashes and promote crash survival through rider education, and public awareness campaigns.</li> <li>· 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.</li> <li>· Promote rider skills training</li> </ul> <p>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.</p>	<p><b>Motorcycle Awareness Program (MAP)</b></p> <p>MAP is available to be presented to civic organizations as well as most businesses that hold safety meetings. FMI: <a href="mailto:map@abateofaz.org">map@abateofaz.org</a></p> <p style="text-align: center;"><b>ABATE accomplishments:</b></p> <ul style="list-style-type: none"> <li><b>1992</b> Opened HOV lanes to motorcycles</li> <li><b>1993</b> Helped prevent mandatory helmet legislation in Arizona</li> <li><b>1997</b> Established handlebar height elevation to shoulder height</li> <li><b>2001</b> Established Motorcycle Safety Fund</li> <li><b>2002</b> Established Arizona Motorcycle Safety Council</li> <li><b>2004</b> Established veteran plates for motorcycles</li> <li><b>2007</b> Eliminated yearly motorcycle emissions testing in Pima County</li> <li><b>2007</b> Removed cap on Motorcycle Safety Fund</li> <li><b>2013</b> Eliminated yearly motorcycle emissions testing in Maricopa County</li> <li><b>2015</b> Eliminated restriction on handlebar height</li> <li><b>2017</b> Successfully prevented mandatory helmet legislation</li> <li><b>2017</b> Reestablished Motorcycle Safety Fund for 5 years</li> </ul>	<ul style="list-style-type: none"> <li><b>2017</b> Helped pass the Teen texting bill</li> <li><b>2017</b> Helped pass the Civil Forfeiture changes</li> <li><b>2018</b> Introduced Anti-profiling legislation</li> <li><b>2018</b> Stakeholder for Lane Splitting Bill</li> <li><b>2018</b> Stopped the adoption of California emissions standards in Arizona</li> <li><b>2018</b> Helped pass "Pam's Law" - Aggravating factor for injuries to pedestrians and motorcyclists by distracted and DUI offenders</li> </ul> <p style="text-align: center;"><b>JOIN ABATE NOW!</b></p> <p><b>ABATE</b> 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!!</p> <p style="text-align: right;">© 2015 <b>ABATE Of Arizona</b> 7509 N. 12th St, #200 Phoenix, AZ. 85020 Website: <a href="http://www.abateofaz.org">www.abateofaz.org</a> To join our discussion group, send email to <a href="mailto:Abate-request@abateofaz.org">Abate-request@abateofaz.org</a></p>
\$50	Masterlink, Patch, Memb card																						
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\$1,000	Leadership Training																						
Priceless	Motorcycle Awareness																						
Priceless	Rights																						
Priceless	Rider Education																						

Name: _____	<b>Or turn in your membership number application to</b>	<b>Type of Membership (check one)</b>
Name 2: _____	<b>an officer of the chapter of your choice. Please allow</b>	Single.....\$25    Charter .....\$15
Address: _____	<b>4-6 weeks for processing.</b>	Couple.....\$40    Charter .....\$25
City: _____	{ } East Valley    { } Southern Arizona	Life/Single.....\$350    Annual Business Membership..\$125
State: _____ Zip: _____	{ } High Country    { } Yavapai { } Yuma	Annual Club Membership.....\$125    If a business
Phone(s): _____	{ } Phx/Shadow Mtn { } Mohave	<b>a business member, please enclose business card for the</b>
Email Address: _____	Office Use Only    Membership Number    Expiration Date	<b>The Masterlink. RENEWAL Member Number#..... New Member.....</b>
<b>Make checks payable to ABATE of AZ and mail to:</b>	<b>DONATIONS</b>	<b>Referred by: ..... Business member is a substantial value at just</b>
<b>ABATE of Arizona, 7509 N. 12th St, Suite 200</b>	<b>Motorcycle Awareness Program (MAP) \$ _____</b>	<b>\$125 per year and includes 12 issues business card ads for 2 people.</b>
<b>Phoenix, AZ 85020</b>	<b>Legislative Efforts \$ _____ Masterlink \$ _____</b>	<b>and a Member Certificate for display in your business.</b>

## Coast to Coast (continued)

except if the contract includes a provision allowing for state law to break it.

Ever since becoming legal in 2007, Texas lawmakers have made attempts to turn the cameras off that were unsuccessful until now, according to the Star-Telegram. Red light cameras have come under fire elsewhere recently, with at least 7 other states trying to ban them.

**WASHINGTON GOVERNOR SIGNS MOTORCYCLE LIABILITY BILL**  
Washington Governor Jay Inslee (D) has signed House Bill 1014, which is a motorcycle liability insurance bill.

Previously, motorcycle operators across the state were not required to be insured under a motor vehicle liability policy, but HB 1014 sponsored by Rep. Bill Jenkin (R-Prosser) changes this by requiring all motorcycle operators to be insured under a motor vehicle liability policy or the allowed equivalent according to the terms required by current law.

"People are surprised to learn that motorcycle operators are not required to have liability insurance. My bill simply requires those operating a motorcycle to meet the insurance requirements, or equivalent for registered motor vehicles under current law," Rep. Jenkin told KEPRTV Action News. "When someone gets property damage, or in an accident, with an uninsured motorcyclist, they are stuck filing a claim and potentially paying a higher premium. Having motorcycles insured, just like other vehicles, makes sense."

Jenkin's bill goes into effect 90-days after the adjournment of the 2019 session.

**GRASS CLIPPINGS AND MOTORCYCLES A DEADLY MIX**

A number of states and localities have come to the realization that grass clippings on the roadway are a danger to motorcyclists, and some are taking steps to outlaw the roughage.

In Pennsylvania, Senator Camera Bartolotta (R-Washington County) has proposed legislation to protect motorcyclists by making it illegal to throw grass clippings on the roadway during mowing season, making the violation a fineable offense much like littering. She says

grass clippings not only cause the surface of the roadway to become extremely slippery, creating a hazard to motorcycle riders and other drivers, as well as presenting an environmental concern by clogging storm drains and can make their way into streams and cause pollution.

When riders complain to law enforcement, their complaints are often dismissed as the current law is not enforceable, but the senator's proposal to add two words "grass clippings" to the law that makes throwing litter and other items on the roadway an offense would fix that.

Her bill proposes fines of up to \$300 for the first offense and up to a \$1,000 for subsequent offenses, and would require the landowner to remove the clippings from the roadway.

In Ohio, the city of Fremont says it will begin ticketing people for blowing grass clippings into the street, saying they pose a danger to motorcyclists. City officials say dumping grass clippings in the road is illegal under a city ordinance regarding "placing injurious material or obstruction in street," and the city says its code enforcer and police department will be paying special attention to the issue throughout the warmer months.

"Please make every effort to keep grass out of our streets and keep Fremont safe for our friends on two wheels!" the city says.

Meanwhile, an Illinois rider is dead after a crash involving grass clippings on the road and losing control of her motorcycle. Her husband, who also lost control of his motorcycle, told the local newspaper; "I would like something to be done better than a \$50 fine on grass clippings; it kills people!" He has contacted his state representative about increasing the penalty for making an unnecessarily dangerous mess in the road from trimming your lawn.

While some slippery hazards like wet leaves in fall can't be avoided, not spraying grass clippings onto the road is as easy as pushing or driving your lawn mower in the opposite direction to spray back into your yard rather than out onto the roadway.

**TARIFFS COULD DEVASTATE MOTORCYCLE INDUSTRY, CLAIMS TRADE GROUP**

Industry leaders are encouraging activism ahead of new import taxes, and the Motorcycle Industry Council (MIC) is asking riders to help stop a new round of tariffs on Chinese products. The sanctions will directly affect equipment and apparel that riders depend on, as well as motorcycle parts and accessories and bikes built in China. "The proposed additional 25% duty on Chinese goods lumps gear like boots and gloves in with common replacement parts, like lithium-ion batteries, and curiosities, like live manatees and blue-veined cheeses," says the industry trade group. Perhaps more devastating to a business already working with tight margins is a catchall -- number 8714.10.00 on the list -- that includes all "Pts. & access. for motorcycles (including mopeds)."

The MIC makes the case that, in today's motorcycling economy, even the most ardent purchasers of American apparel and machines are going to feel a pinch to the wallet.

"The proposed China List 4 includes essentially everything that is not currently subject to an additional 25% tariff on Lists 1-3," MIC Senior Vice President Scott Schloegel says. "Tariffs are taxes paid by companies and consumers in America and it is critical that you make your voice heard now."

**ROLLING THUNDER FINAL RIDE, OR NOT?**

For over three decades, hundreds of thousands of motorcyclists have roared into our nation's capital over Memorial Day weekend for Rolling Thunder, an annual demonstration in support of veterans, prisoners of war and service members who went missing in action, but due to financial and logistical constraints, this year's rally was their last hurrah. Rally organizer and co-founder, Artie Muller, has announced that the massive rally, held every year in Washington, D.C. since 1988, has grown too costly and unwieldy and will come to an end.

However, efforts to keep the rally going include President Donald Trump who pledged his support and tweeted out during the "Ride for Freedom" on Sunday, May 26 that Rolling Thunder was not going to end after all: "The Great

Patriots of Rolling Thunder WILL be coming back to Washington, D.C. next year, & hopefully for many years to come," he wrote. "It is where they want to be, & where they should be."

In addition, "Wreaths Across America" has since announced a donation of \$200,000 to Rolling Thunder to help cover costs and keep the ride going, with executive director Karen Worcester telling Muller on that Monday's "Fox & Friends" that "Remembering is too important to forget."

Muller said during the Fox News show that he looks forward to meeting with the president about continuing the ride, but he also said that instead of holding one giant demonstration the group is planning to take the event nationwide next year and hold rides regionally throughout the country with its 90 local chapters.

But one thing could surely bring the hordes of patriotic bikers back to D.C. in protest, said the 74-year old Vietnam Veteran during his speech on the National Mall at this year's Rolling Thunder; if House Speaker Nancy Pelosi moves to impeach President Donald Trump.

**EASY RIDER ENCORE**

July 14, 2019 marks the 50th anniversary of Easy Rider -- and to celebrate, a newly-restored 4K version will be shown again in 400 theaters nationwide for just two nights; July 14th and 17th.

Directed by the late, great Dennis Hopper, the film starred Peter Fonda, Dennis Hopper, and Jack Nicholson in a role that scored him an Oscar nomination.

In 1998, the film was officially added to the National Film Registry, and the American Film Institute lists it on its 100 Greatest American Movies of All Time.

**QUOTABLE QUOTE:** "Throughout history, it has been the inaction of those who could have acted, the indifference of those who should have known better, the silence of the voice of justice when it mattered most, that has made it possible for evil to triumph."  
~ Haile Selassie, regent of Ethiopia (1892-1975)



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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: chicknbone@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 Butsbak (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 Tumej @ 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.

### Mohave Chapter

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

### Superstition Chapter

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

# ABATE of Arizona Business Members

Az Body Therapy  
Glendale – 623-847-0958

Grand Canyon Harley-Davidson,  
Mayer, 928-632-4009

Renegade Classics  
(602) 595-9597, Phoenix

Tonto Silkscreen & Embroidery  
Payson 928-474-4207

Ain't Nick's Tavern  
602-242-2345

Great Lakes Properties  
Tucson 520 203-2323

Renegade Classics Tuscon  
(520) 647-9312

Tony's Too Bar and Grill  
Prescott Valley, (928) 759-0377

American Bike & Trike  
Gilbert 480-218-5822

Gwen Zolber, PLLC  
Phoenix, 602-819-4018

S and S Motorsports  
(520) 829-6003, Tucson

Heathens MF

Arizona Confederation of  
Motorcycle Clubs

Gypsy's Roadhouse  
Phoenix, 602-286-9251

Spice Up Your Home Inc.  
Chandler, 480-848-5997

Templar Krusaders MC

Hurricane Biker Girls MC Phoenix  
AZ

At Seasons End Mortuary  
Apache Junction (480) 982-7721

HDBitchin  
http://hdbitchin.com

Square Peg Promos LLC  
(602) 549-1434, Phoenix

Loose Cannons MC Payson

Breyer Law  
Phoenix, 602-833-4657

Law Tigers  
1-800-LawTigers

Superstition Harley-Davidson  
Apache Junction, 866-362-0600

Old Bastards MC - Payson

Buffalo Bar & Grill  
Payson, 928-474-3900

Mormon Lake Lodge  
928-354-2227

Territorial Bar  
Tucson, 520-514-9035

Chuy's Mesquite Broiler  
Tucson, 520-395-0298

Motorcycle Safari  
motorcyclesafari.com

The Option Co.  
(520) 624-5988 , Tucson

Dave's Complete Concrete  
(480) 986-1286, Apache Junction

Pine Creek Fudge Ice Cream &  
Espresso  
Pine, 928-476-3308

Tonto Rim Bar & Grill  
Star Valley, 928-363-4074



## Rule for Radicals 8: Keep the pressure on

Mike Infanzon  
Legislative Director

With eight and a half minutes left in the third quarter of the 2017 Super Bowl, the Atlanta Falcons were beating the New England Patriots 28-3. To call the first half a blowout would be putting it lightly.

But then, something amazing happened. New England quarterback Tom Brady and his team came roaring back. They scored 25 points and stopped the Falcons from scoring before winning in overtime.

Besides Brady's skills and Bill Belichick's coaching, there was one big reason the Patriots were able to win—the

Falcons couldn't keep the pressure on in the final minutes of the game.

That's why Saul Alinsky, the father of grassroots organizing, told his followers to never let off the pressure. "Keep the pressure on, with different tactics and actions, and utilize all events of the period for your purpose," he wrote.

In grassroots activism, it can be easy to fall into the trap of getting comfortable and backing off. Maybe you had a successful lobby day event where hundreds of people attended like we did for Day at the Dome. Maybe you were able to get one state legislator to change his mind on an important issue which we have done

numerous times.

While it's important to celebrate the little victories along the way, don't get lulled into complacency. Until you achieve your goal, there's always more you can do. You can follow up your successful lobby day event with letters to legislators you visited, door-knocking efforts in their districts or an op-ed about your lobby day in the local paper. You can leverage the legislator whose mind you changed to flip others and get your initiative passed.

"Action comes from keeping the heat on," Alinsky wrote. "No politician can sit on a hot issue if you make it hot enough."

Don't forget some other wisdom from Alinsky while you're keeping the pressure on, though. Remember that "A tactic that drags on too long becomes a drag." Keep the pressure on, but come up with new and exciting ways to do so.

And of course, make sure you're having fun while you're doing it. After all, "A good tactic is one your people enjoy."

Don't back off. Don't relent. Keep the pressure on, and you'll be able to make a difference for freedom.



## MRF Membership Form

ABATE of Arizona

It's time you did something more to protect your rights!  
Join and Support Motorcycle Riders Foundation... REGISTER, VOTE, AND RIDE!

- Annual Individual Membership.....\$30
- Annual Joint Membership.....\$50
- Annual Sustaining Membership.....\$100
- Annual Industry Council Membership.....\$100
- 3-Year Individual Membership.....\$80
- 3-Year Joint Membership.....\$130
- Sustaining Motorcycle Club.....\$100

Freedom Fighter Donation:  \$10  \$25  \$ \_\_\_\_\_  New  Renewal (Member # \_\_\_\_\_)

PLEASE PRINT OR TYPE YOUR INFORMATION:

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City, State, Zip \_\_\_\_\_  
Phone \_\_\_\_\_  
E-mail Address \_\_\_\_\_

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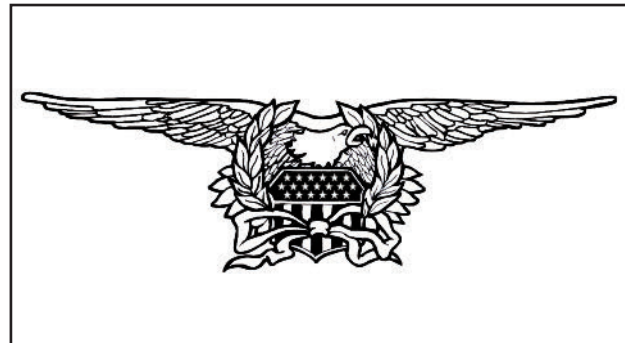
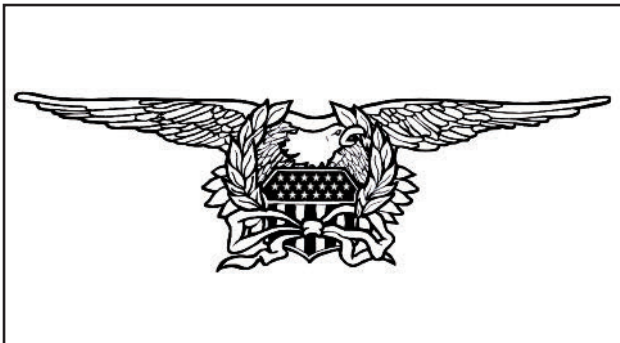
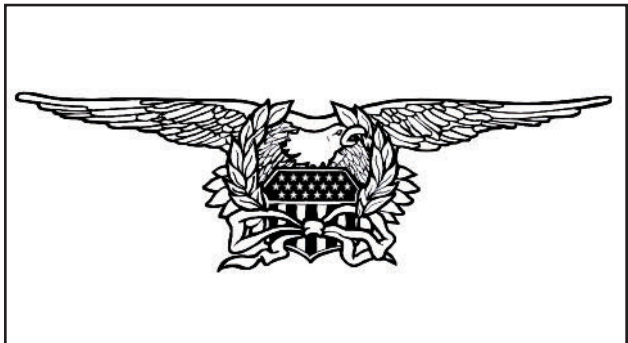
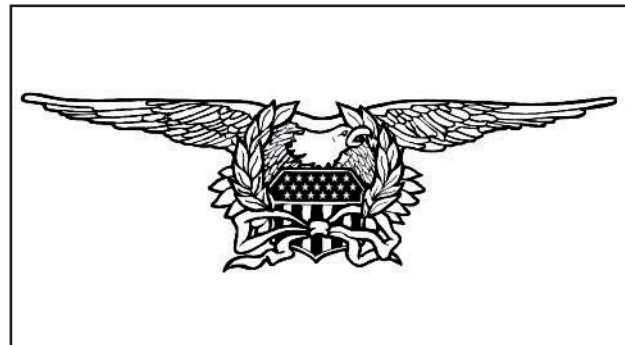
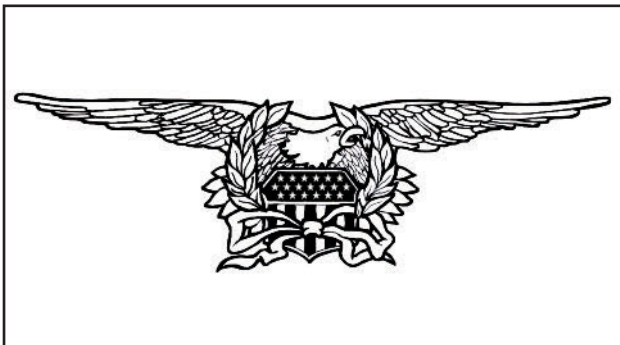
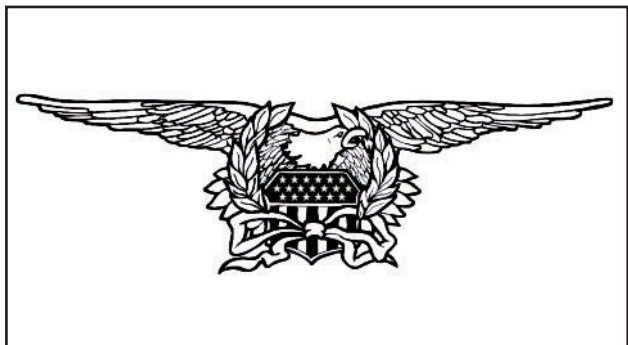
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## Events Calendar

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located in Concho, AZ. Poker Run, Bike Games, Silent Auction, & more. HK Tattoos will be on site! DJ in the afternoons. Live Music with The Chris Kane Trio on Friday & Saturday nights! FREE CAMPING on site! FMI: (928) 535-6117

7/20 {Sat} Brotherly Love-In hosted by Eagle-Leather District MMA-AZ at Beaver Bar, 11801 N 19th Ave, Phoenix. FMI: 480-440-5155



## Letter From The AMSAF Executive Director

AMSAF Executive Director  
Mick Degn  
mick@amsaf.org

May was celebrated as Motorcycle Safety and Awareness Month. When we started AMSAF back in 2011 we wanted to make sure we were promoting Motorcycle Safety and Awareness all the time and since that time we have done that. We do it in a number of ways each month through the following:

- Tuesday Safety tips on <https://www.facebook.com/AMSAF.ORG/> we have some great safety tips that get a lot of shares and likes.
- Our Monthly newsletter, "The AMSAF Rider" with a lot of good information on safety and awareness. <https://www.amsaf.org/subscribe-to-the-newsletter/>
- Each month we give out Motorcycle Financial Assistance Scholarships to help individuals and families get into motorcycle training.

<https://www.amsaf.org/scholarships/>

- Each year we put on an event that is geared to Safety and Awareness, "Riding for the Long Haul", <https://www.amsaf.org/riding-for-the-long-haul/>
- We put up billboards to help promote "Share the Road"
- In the next couple months we will be announcing another program to help the motorcycle community in relation to safety. Stay tuned.

Our goal is to help reduce crashes and fatalities here in Arizona and it's a campaign that can't be just for the month. We all need to be aware and promote safety and awareness all the time, every day, every month and all year.

These past months we have Dr. Sucher from Arizona Trauma Association, Dr. Hu and Wendy Otten from Dignity Health-Chandler Regional Medical talking about the importance of Safety. These folks see it first hand when someone ends

up in the Hospital from a crash. Take a look at their message that is on our Facebook page.

We also want to thank our many Sponsors who help us every year so that we can do the things I listed above. Check out these Sponsors at: <https://www.amsaf.org/sponsors-contributors/>. We couldn't do what we do with the motorcycle training Scholarships if it wasn't for the help from Governor Ducey and the Governor's Office of Highway Safety.

I also want to thank the AMSAF Board members who spend countless hours helping AMSAF and the community to get the word out and help make a difference. They are awesome.

The heat is here and remember to Ride safe, Share the Road and please wear proper riding gear to protect you and make sure maintenance is current on your motorcycle.



## European Commission (continued)

In our letter we also invited the European Commission to confirm that the new regulations do not concern motorcycles and that a possible future regulation will not affect speed either by braking or by reducing engine power and will be tested to guarantee the safety of the motorcyclists.

Matthew Baldwin promptly replied to FEMA's letter and addressed the motorcyclists' concerns: "You mention some information circulating in the media to the effect that Intelligent Speed Assistance will be required for motorcycles. This is certainly not true. As you are

aware, motorcycles are not within the scope of the General Safety Regulation and the Pedestrian Safety Regulation."

In his letter, Matthew Baldwin also states: "Even if the Commission were eventually to make a proposal making, ISA systems mandatory for motorcycles, this would

require an impact assessment and a cost-benefit analysis. This evaluation would take into account the specificities and needs of these vehicles and the paramount need for the safety of riders."

Click here for the full letter from FEMA to the European Commission.



## Motorcycle Profiling Bill Unanimously Passes Louisiana House

<https://www.motorcycleprofilingproject.com>

The State of Louisiana is on pace to become the third state to pass a law addressing the issue of motorcycle profiling. On Tuesday, May 15th, on a vote of 91-0, the Louisiana House Of Representatives unanimously approved HB 141 which requires mandatory motorcycle profiling sensitivity training be integrated in the current policing curriculum. The measure now goes on to the Louisiana Senate, moving one step closer to becoming law.

### A Grassroots Effort

HB 141 is the result of the cooperative efforts of ABATE and the Confederation of Clubs of Louisiana, with support from the Motorcycle Profiling Project and the

2018 National Motorcycle Profiling Survey.

On the heels of a successful campaign to exclude motorcyclists from the state masking laws which were being used as a mechanism of profiling, ABATE and the COC took the next logical step by advocating a law addressing motorcycle profiling at a broader level. With the help of legislators, particularly primary sponsor Representative Frank Howard, HB 141 has yet to receive a no vote in either the judicial committee or the House Floor.

### Mandatory Training

Recognizing that improper training is a primary cause of profiling, HB 141 requires motorcyclist profiling sensitivity training and defines the concept. HB 141

reads:

(1) The council shall include motorcyclist profiling awareness training in the current bias recognition policing curriculum. The training shall consist of at least one-half hour of classroom or internet instruction, or a combination of classroom and internet instruction. This training shall address issues related to motorcyclist profiling and shall be provided to peace officers as defined in R.S. 40:2402(3)(a).

(2) For purposes of this Subsection, "motorcyclist profiling" shall mean the arbitrary use of the fact that an individual rides a motorcycle or wears motorcycle-related clothing or paraphernalia as a factor in deciding to stop, question, take enforcement action, arrest, or search the

individual or his motorcycle or motor vehicle.

### A National Discussion

Motorcycle profiling is now a legitimate policy discussion. In fact, on December 11, 2018 the US Senate unanimously approved a resolution directing all states to follow the lead of Washington State and Maryland and implement policies addressing the issue. An identical resolution is now making its way through the US House of Representatives.

Louisiana appears to be responding to this federal directive.

\*for HB 141 tracking and bill text go to: <https://legiscan.com/LA/text/HB141/2019>

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# TOO BROKE 2019



# TOO BROKE 2019



# What Every MC Needs to Know About the Mongols MC Sentencing

<https://www.motorcycleprofilingproject.com>

## Entire Mongol Nation Gets 500k Fine, 5 Years Federal Probation.

The National Council of Clubs (NCOC), representing the interests of motorcycle clubs nationwide, is extremely alarmed that the recent sentence imposed in *US v. Mongol Nation* case will be seen as a green-light for the federal government to target innocent members of other motorcycle clubs that have had members found guilty under RICO.

On May 17, 2019, ironically the 4th anniversary of the Waco biker tragedy, Judge David Carter, presiding in the Federal District Court of Central California, sentenced the Mongol Nation following a trial in which a jury found the club as an entity guilty of RICO Racketeering and Conspiracy. On a positive note, Judge Carter again denied all requests related to forfeiting the club's patch and collective marks. On a not-so-positive note, Judge Carter imposed a \$500,000 sentencing fine to be paid in monthly installments of \$8,475 until paid in full. Finally, and most concerning to the NCOC, Judge Carter placed the entire Mongol Nation on Federal probation for a term of 5 years. Essentially, Judge Carter has opened the door to a legal campaign of profiling and harassment targeting the entire Mongols Motorcycle Club.

### Smoke and mirrors

While the majority of the focus has understandably been on issues related to saving the patch and the government's attempts to seize the Mongols collective

membership marks, there has been little discussion related to the Mongols Nation being indicted as an entity under RICO for the first time in history.

The government's goal for more than a decade has been seizure of the club's patch as a form of sentence under RICO. Although rebuked at every juncture, the strategy of indicting the Mongol Nation as an entity was yet another attempt to take the patch. Although Judge Carter has consistently denied patch forfeiture requests, the other independent consequences of being indicted as an entity are beginning to surface.

### Carter orders \$500k in sentencing fines

When Judge Carter denied patch, forfeiture based on 1st and 8th Amendment grounds, he also made it clear that the government had an interest in targeting the financial foundations of the Mongols Nation. Judge Carter writes, "It is beyond question that the government has a legitimate interest in attacking the economic roots of a criminal organization like the Mongol Nation."

At the May 17th sentencing hearing Judge Carter reinforced this belief. Judge Carter ordered the Mongol Nation to pay \$500k in sentencing fines, \$250k per RICO count. Carter rejected the government's request for \$1 million in fines. The club is required to pay monthly installments of \$8,475 until the fine is paid.

With hundreds of members nationwide, attorney Stephen Stubbs has stated the Mongol Nation is capable of paying this fine. However, the magnitude of this fine

has serious implications for the majority of the motorcycle club world if this strategy is employed against other clubs. Simply put, \$500k in sentencing fines would likely financially crush all but the biggest clubs.

### Mongol Nation sentencing fine ignores personal guilt

Independent of the practical ability to pay massive fines, consider that these fines are being collected from individuals that did not commit any of the crimes the Mongol Nation was found guilty of. Many of the crimes used to establish a RICO violation go back more than a decade. Those culpable individuals have already been sentenced and many have already paid their debt to society.

The idea that restrictions and punishment are being applied to innocent individuals runs counter to long-established judicial principles. There is "no evidence that by merely wearing [Mongols MC] "colors," an individual is "involved in or associated with the alleged violent or criminal activity of other [Mongols MC] members. It is a fundamental principle that the government may not impose restrictions on an individual "merely because an individual belongs[s] to a group, some members of which committed acts of violence." In fact, the Supreme Court has long "disapproved governmental action . . . denying rights and privileges solely because of a citizen's association with an unpopular organization." *Healy v. James*, 408 U.S. 169, 185-86 (1972).

To impose restrictions on any person "who wears the insignia of [the Mongols

MC], without regard to or knowledge of that individual's specific intent to engage in the alleged violent activities committed by other members, is antithetical to the basic principles enshrined in the First Amendment and repugnant to the fundamental doctrine of personal guilt that is a hallmark of American jurisprudence. see *Coles v. Carlini* 162 F.Supp.3d 380 (2015)

### The entire Mongol Nation gets 5 years federal probation

The NCOC believes that the most concerning element of sentencing is Carter's decision to place the entire Mongol Nation (defined as all official or full-patched members) on federal probation for a period of 5 years. Nothing like this has ever been done, which creates a great deal of ambiguity and potential for abuse. This is particularly true considering that Assistant US Attorney Steve Welk and ATF agent John Ciccone are in charge of the Mongol Nation probation and both of these men have demonstrated the desire to dissolve the Mongols Nation by any legal means.

Understanding federal probation placed on an individual is clear-cut and defined. For example, an individual on probation is always prohibited from possessing and carrying firearms and has no defense against search and seizure while on probation. But when those same restrictions are placed on the Mongol Nation as an entity, what about individuals that legally possess and carry weapons?

continued page 13



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## From The Board Room



By Woody Phillips – Chairman

Summer has officially kicked in with heat in the valleys and smoke in the mountains. This is prime riding season for many, myself included. Please make sure your bike is ready to go. . Tires, Chains, Shocks, Brakes. You know the drill.

Let's all make sure we are able to have some fun this summer, safely.

Speaking of fun, how about this year's Too Broke For Sturgis (TBFS) rally? TBFS is our annual fundraiser and we depend on it to get us through the next year's expenses. I had family business out of state so missed what I have heard was a really great event. I want to make sure everyone understands how big a deal it is to pull this off every year. In fact, by the time you read this, planning for next year's event will have already begun. But I have to be honest with you. If we don't start getting more volunteers, I do not see us continuing TBFS! It is just too much work for such a small group to pull off. This year we had to rope in some TBFS veterans to help us out which isn't really fair to those who have given so much over the years. Honestly, if not for the leadership of Nolan Steed, Tara

Rudometkin, and a small band of dedicated members, TBFS would not have happened. Tara especially stepped up and was awarded the TBFS2019 M.V.P. Award at the event. But she earned it weeks before so be sure to tell her, and the other volunteers you saw working there, "Thank You" for a great event. (Ok, end of lecture).

We also have some really good news to report. In less than a year our membership has grown about 10%, mostly due to adding 2 new chapters. That is great news and if we continue at this rate, in another year or two we will be larger than we have ever been. William Driggers, Coordinator for PHX/Shadow Mountain, has volunteered to lead a Membership Committee charged with finding ways for us to reach even more riders and would love to have some more help. So even if you only have an idea you want to share,

be sure to look him up, or email the State Membership Officer at [Membership@ABATEofAZ.org](mailto:Membership@ABATEofAZ.org) and she will hook you up.

Speaking of committees, the Budget and Audit Committees are hard at work going over finances and accounting methods and we hope to have a much more modern, efficient, and EASIER way to keep track of, and report on, the ABATE treasury by this time next year. And, here, just like all areas of ABATE of AZ, if you feel you have something to contribute, even if it is just an idea, please make sure you let us know by getting it to your chapter's Treasurer.

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

## What Every MC Needs to Know About the Mongols (continued)

Mongol Nation Attorney Stephen Stubbs asked Judge Carter for clarification. Judge Carter explained, for example, that the firearm restriction would not prohibit individuals that legally carry in their individual capacities. However, if there is a nexus or an implied connection to the Mongol Nation leadership then the prohibition applies.

But even Judge Carter's explanation is ambiguous, which creates more questions than answers. Does this mean individuals

wearing a Mongols patch cannot carry a weapon? Does this mean no one can possess a weapon in a Mongol Nation clubhouse or at a Mongol Nation event? If so, what about associates and friends? Does this mean that no one can carry a weapon when around the leadership of the Mongol Nation?

In terms of search and seizure, what is considered Mongol Nation property or a Mongol Nation clubhouse? If a club meeting is held at an individual's home

does that mean it is functioning as a clubhouse? Can any member or associate be freely searched without reasonable suspicion or probable cause if they are inside a Mongol Nation clubhouse?

### Beyond the Mongol Nation

Regardless of any personal opinions, the fate of the Mongols MC is in many ways creating a blueprint for the destruction of motorcycle club culture across the board, particularly 1% clubs. Indeed, it is even

more accurate to argue that the fate of the Mongols MC is creating a blueprint for the destruction of civil liberties in general, far beyond just motorcycle clubs. Unification of energy, intellect and resources may be the only chance motorcycle club culture has to resist the monolithic power of the federal government and the attempts to extinguish an entire community.

## Louisiana Unanimously Passes Anti-Motorcycle Profiling Law

<https://www.motorcycleprofilingproject.com>

On June 3, 2019 Louisiana became the third state in America to unanimously pass legislation addressing the issue of motorcycle profiling when the Louisiana House voted 103-0 in favor of HB 141, and concurred with the Louisiana Senate's 38-0 approval with amendments the day before. Following similar laws in Washington State (2011) and Maryland (2016), HB 141 requires motorcyclist profiling training to be integrated into current training on biased policing. Notably, Louisiana is the first state to pass a law following the US Senate's unanimous approval on December 11, 2018 of a resolution directing every state to follow Washington and Maryland's lead.

Louisiana's victory, a result of Representative Howard sponsoring ABATE of Louisiana Inc.'s grassroots driven efforts- with the support of the Louisiana Confederation of Clubs, the National Council of Clubs and the MPP- are important for a number of reasons. HB 141 will reduce incidents of profiling in the short and long-term. Also, HB 141 demonstrates that motorcycle profiling is a non-partisan issue impacting motorcyclists in blue and red states alike, regardless of party affiliation. This, in turn, will likely make things a bit easier for the next state, and even the federal government, to address the issue.

### Reducing incidents of profiling

Mandatory motorcycle profiling training will bring a greater awareness of the issue to law enforcement in Louisiana. This will, in turn, reduce incidents of motorcycle profiling. But even before the first officer is trained, the increase in awareness of the issue as a result of legislative action will likely have a more short-term impact.

Using Washington State as the example with the most data, based on the reduction in reports to the WA State Council of Clubs, integrating motorcycle profiling training into current training on profiling noticeably reduced incidents of profiling in the state. The impact was immediate and, the MPP believes, most likely the result of an immediate increase in awareness.

Although some profiling incidents do still occur, reported incidents are nowhere near pre-2011 levels. Importantly, when challenged in court, most incidents that do occur result in dismissals. But the key to maintaining a reduction has been continued diligence from the same community that pushed for a new law in the first place.

### Unanimous Consent

Notably, laws addressing motorcycle profiling have been the result of legislation passed without a single no vote, in any committee or on the floor, in Washington State and Maryland. Louisiana proudly continues this trend with HB 141, also passing all legislative stages unanimously.

Laws addressing motorcycle profiling are nonpartisan, speaking to a broad base of legislators on both sides of the aisle. Louisiana is far more conservative than Washington State or Maryland. HB 141 demonstrates that discriminatory policing is equally condemnable by the left and the right, particularly the targeting of an entire community defined by the 1st Amendment. Motorcycle profiling is an issue providing the opportunity for collaboration and cooperation unbound by party affiliation that every legislator should openly support.

### A Word of Caution

Passing a law addressing motorcycle profiling is a noticeable accomplishment that should not be undersold. ABATE of Louisiana has driven a grassroots effort into the end zone. Although nowhere near pre-2011 levels- the year the law passed- motorcycle profiling incidents still do occur in Washington State. Maintaining a grassroots infrastructure in the form of the Washington State Council of Clubs and Washington State ABATE provides a place for victims of profiling to report their incidents and receive advice and in some cases legal assistance.

Many dismissals have been granted since 2011. Many of these individuals received advice or assistance from the COC. The MPP believes maintaining a grassroots infrastructure in Louisiana will be directly connected to the new law's ultimate effectiveness.

There are considerations beyond dismissals as well. For example, motorcycle profiling sensitivity training will be official law enforcement policy in Louisiana providing a tangible basis for official complaints filed against offending officers. An efficient organizational response to incidents that do occur will help insure the new law addressing motorcycle profiling is as effective as possible.

### May the dominoes fall

Every state that passes laws addressing motorcycle profiling makes the next state considering the issue more likely to act. This is particularly true when, in the legislative efforts that have seen success, there has not been a single vote of opposition by an elected official at the state or federal level.

Every successful effort addressing motorcycle profiling has also been centered around a grassroots movement consisting of collaboration between independent motorcyclists and the motorcycle club community. Indeed, Louisiana is the most recent living example of why the MPP was founded and proof of the results that can be obtained, without opposition, by implementing the best practices and principles developed at the state and national level.

Congratulations Louisiana.

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# Texas Lawmaker Introduces Federal Photo Enforcement Ban

<https://www.thenewspaper.com>

Texas Governor Greg Abbott (R) received a great deal of acclaim last week as he added his signature to a partial ban on red light cameras that, so far, has shut down a majority of automated ticketing programs in the Lone Star State. US Representative Ron Wright, a Republican representing Arlington, Waxahachie and Corsicana in Congress, wants to replicate that success nationwide with the Traffic Camera Freedom Act.

Introduced last month, Wright's four-page bill would use the congressional power over federal transportation funding to actively discourage cities around the country from deploying speed cameras and red light cameras. The proposal forces each state legislature to enact legislation outlawing automated ticketing

machines or face the loss of one-half of the state's share of the federal gasoline tax levy. That \$42 billion pool of cash is divided up among the states according to a complicated formula. The Texas share is \$3.8 billion, while smaller states like Rhode Island get \$236 million.

"A state meets the requirements of this subsection if the state has enacted and is enforcing a law that prohibits the use of automated traffic enforcement systems," the proposal, HR 2962 states.

Already, red light cameras and speed cameras are outlawed in eighteen states (view list), although that count includes states like Alaska, Michigan, Minnesota and Nebraska where legal rulings made it clear that photo ticketing is already unlawful under existing state laws. Arkansas, Maine, Mississippi, Montana,

Nevada, New Hampshire, New Jersey, South Carolina, South Dakota, Texas, Utah, West Virginia and Wisconsin have explicit laws that either ban cameras outright or set conditions that make them impossible to use in practice.

The federal government played a key role in the early development of red light cameras and speed cameras with the US Departments of Transportation and Defense providing critical seed money for their development prior to 1997. Five cities that were among the early adopters of photo enforcement were paid to do so by the Federal Highway Administration, including Beaverton, Oregon and Washington, DC.

Given the current split between the Democrat-controlled House of Representatives and Republican-con-

trolled Senate, Wright's proposal has little chance of passage as a free-standing measure. However, a number of less ambitious bans on federal funding for red light cameras have been rolled into sprawling transportation funding bills. A ban on using transportation funds for cameras has been in place since 2015. Congress also enacted a requirement that states with photo ticketing programs submit a report every two years containing performance data on the systems. States mostly ignored the legal requirement and last year sent in unverified survey responses that contained incorrect and incomplete data.

Wright's plan believes withholding \$42 billion in transportation funding will leverage better compliance from the states.

# Steel Horse Saloon's Trifecta, Patrick's Run

<https://quickthrottle.com>

## TRIFECTA

The Trifecta is a Bike Week kickoff event that features one of the biggest bike shows, best music from local artists, vendors and of course the "World Famous" Frozen T-Shirt contest. Maybe not world famous but it's pretty cool...get it?... Cool. Ok sorry about that, I couldn't resist.

Not only were the T-shirts ice cold, and had to be dunked in water to unfold, but...wait for it... for the first time in the history of the Trifecta the Frozen T-Shirt

Competition was co-ed... OMG...dudes? Really? ...Ugh. A split of the \$600.00 (raised at the event) first place prize, \$300.00 each. Check out the pictures in the Quickthrottle.com gallery. I could write a page on how the contest went down....It was fun...no really... it was.

I'm pretty sure the guy's name was Walt that won for the men... not sure... he skated out of there pretty quick...take the money and run... The girl was really nice but "No name guys" sorry.. I got their pictures though...HA!

The bands were: TopTop, Unchained, and Moonshine Voodoo with local talent

Mark Beitman MC'ing the craziness. A new stage was built by Rick (Steel Horse Saloon's owner), Mark and company. Most attendees rode their bikes to this event with beautiful 80 degree spring weather in Arizona this 31st day of March 2019.

Setup was at 9am and Rick was nice enough to give us a 10X10 spot to put our easy up canopy and our Quick Throttle Magazine banners. Bob from Law Tigers was in attendance in their booth next to us.

Traci, our friend Terence and I handed out some new and past issues of Quick Throttle Magazine. I rolled in my Sonya

Trike, a bike I built for our disabled daughter. Another friend Stephany Hatch did some modeling for us with attendees.

Several bike clubs were there with booths selling support gear; along with a ton of vendors including Pork on a Fork and a full outside bar. You could wander in the Steel Horse Saloon, the main event was in the parking lot, play pool and get the best chicken tenders, monster onion rings, and killer burritos..

**continued page 15**

# Rolling Thunder 2019



## Steel Horse Saloon's Trifecta, Patrick's Run (continued)

When you are inside be sure to wet your whistle at Steel Horse's huge double bar. It's nice n cool inside. People back east warm up for the chilly ride home; here in Arizona we cool down before the warm ride home.

The bike show was sponsored by Raw Customs and had some really cool rides that they built, in their booth at the Trifecta; along with Ramjets Racing, David Mann and the Calendar Show in LA, are where some builders take their new creations to see how their bike will fare in Sturgis, Vegas and Rocky Point ... etc. That's what I used to do anyway...

It's been a couple years since I built a custom and I have a lot of bike building ideas in my head. Old School Chopper

builds are a safe bet for picking up a trophy these days.

The top Trifecta/Raw Customs Bike Show winners were:

\*Best of Show: Panhead Custom Chopper raked a little (hardtail) built by Al Hines

\*Best Custom Chopper: Triumph T110 Pre-unit built by Carlos Boubion

\*Best Dyna: 2014 Custom Lowrider built by Stuart Fishburne

PATRICK EBERHARDT (1992-2015)  
MEMORIAL RIDE AND CHARITY  
AUCTION

Three weeks after the Trifecta, April 21st

Easter Sunday, was the Patrick Eberhardt Memorial Ride and Charity Auction. "An Angel Lives Through Those That Give." Patrick Eberhardt was one of the youngest members of the Hells Angels Motorcycle Club. He died while riding; Patrick was shot along with two other members over four years ago. The investigation into his death is still open. Patrick was our neighbor and friend. Patrick loved kids, animals, and motorcycles. The event is dedicated to the remembrance of Patrick.

This fundraising event took place at the Steel Horse Saloon, the same location as the Trifecta. It raised \$35,000: \$20,000 for the Child Crisis Center (care of Tina Lopez). \$7,500 for the Community Canine Project working with the

Maricopa County Animal Care and Control (MCACC) to help rehabilitate and place dogs in homes. \$7,500 for Protect The Children Inc. via Unbroken MC.

This event was supported by the Cave Creek chapter of the Hells Angels as well as many other chapters throughout the world. Bikers Against Child Abuse, Hooligans MC, ALMA MC, and many many other clubs and organizations also supported this event.

The Patrick Eberhardt Memorial Ride and Charity Auction is one of the biggest packs we have ridden and some of the best riders in the Valley. Please check out the video of us riding with this huge pack of skilled riders.

## Indian's Man of the West

<https://www.cyclenews.com>

It was 1949 and Indian Motorcycle was struggling. It was so bad that the company could not fulfill the orders it had from, all-important police and other commercial entities. West Coast distributor Hap Alzina got the news and selflessly shipped huge stocks of parts he had in his West Coast warehouse, just so Indian could build bikes to fulfill its orders. Then, not long after that, Alzina learned that Indian was to the point of being so cash strapped, it wasn't going to be able to meet payroll. Again, Alzina went into action to try to save the manufacturer, by placing a massive advance order, well over his normal allotment, just so Indian would have an instant cash infusion and be able to pay its employees.

Alzina's ardent devotion to Indian motorcycles went back to the early years of America's first major motorcycle company. When he was just 15 years old, he bought his first Indian and he loved it. So much so that when he was 17, he took a job as a mechanic for an Indian dealership in San Francisco and quickly worked his way up to service manager.

Born on September 14, 1894, Loris Alzina's interest in motorcycling began early in life. As a boy he bought his first motorcycle, a Reading-Standard, for \$50. In 1909, Alzina's family moved from Santa Cruz, California, to San Francisco. There, he bought his first Indian from C.C. Hopkins, who was the Indian distributor for Northern California at the time. It was for Hopkins' agency that Alzina began working for Indian.

Alzina spent 56 years devoting himself to motorcycling. Involved in motorcycling from its infancy, he is best known for being the western states distributor for Indian and, later, BSA. He oversaw the sales of those brands during the height of their popularity. Alzina — who earned the nickname "Hap" from his good-natured attitude — also sponsored many of the top AMA professional racers.

In the early 1910s, racing was becoming increasingly popular and Alzina tried his hand in competition. He did some flat-track racing, but his primary interest was endurance runs. Alzina raced in many of the early desert city-to-city runs that were popular at the time. In 1919, Alzina edged well known racers Wells Bennett and Cannonball Baker to win the prestigious San Francisco Motorcycle Club Two-Day Endurance Run. That was a huge upset victory over two very popular racers. Of the 30 starters in the 680-mile endurance event, only seven riders managed to finish. Competitors had to battle against rain, hail, snow and even a landslide during the February contest. One rider slid off a muddy wooden bridge and was injured when he fell into the creek below. Alzina overcame those obstacles to earn a perfect score, riding an Indian sidecar outfit. Bennett, riding an Excelsior and Baker, on a factory-backed Indian, were on solo machines.

Alzina's 1919 endurance victory was his biggest achievement as a competitor and it made him a popular name by way of win ads in motorcycle magazines across the country.

A few years before his big race win, Alzina opened his own dealership, selling Reading-Standard and Cleveland motorcycles. That enterprise was short-lived due to the onset on World War I. After closing his shop, Alzina again worked as sales manager for San Francisco's Indian distributor. In 1922, Alzina saw a golden opportunity across the Bay in Oakland and bought out the dealership of E.S. Rose. Alzina turned the struggling franchise into a very successful business.

Alzina's business expertise was recognized by Indian. In 1925, the company assigned him all of Northern California's distribution. The next year, he was given the entire state, and by 1927 his territory expanded to include Nevada, Arizona and Washington. By 1948, Indian sales in Alzina's territory represented over 20 percent of Indian's total worldwide volume.

At the age of 54, moved on to another business venture and bought the western states distribution rights for BSA motorcycles from Alf "Rich" Child in 1949. The growth in motorcycling over the next 15 years was explosive. Under Alzina's direction, BSA's western distribution went from three dealerships to 265 dealers in 20 states. The move to BSA helped keep him in the motorcycle business even after his beloved Indian failed in the mid-1950s.

Alzina was an enthusiastic supporter of racing. Many racing stars such as Ed Kretz, Gene Thiessen, Al Gunter, Dick Mann, Kenny Eggers and Sammy Tanner credited Alzina for being a big part of their success. Several of those riders

worked in Alzina's shop and were allowed generous time away to travel to races.

At one point, Alzina also served as Vice President of the AMA.

Famous for his practical jokes, Alzina once walked a horse through a plush New York hotel lobby, pushing the horse into an elevator and taking him up to a room where a party was going on. He also enjoyed marking "Private & Confidential" on the address side of post cards so that everyone would be sure to read the card.

Alzina retired in 1965. He and his wife, Lillian, enjoyed traveling together, visiting friends across the country during their retirement years. He was given an Award of Merit from the AMA on behalf of its 70,000 members upon his retirement.

He was by a journalist if he viewed motorcycling as more business or pleasure.

"Motorcycles are a business," he said. "But now, as you're asking questions and I look back over the years, I call it 40 years of fun."

Alzina died on July 21, 1970 at the age of 75. He will always be remembered as a man of integrity, honesty, loyalty, foresight, common sense and hard work. He was also a one of Indian's most passionate supporters. He was inducted into the first class of the Motorcycle Hall of Fame in 1998.

## Contact your U.S. senator now to support full funding of the Recreational Trails Program

<https://blog.bikernet.com>

Senate Bill 1527 has five sponsors, many more needed

The federal Recreational Trails Program has used off-highway vehicle users' federal gas taxes to fund more than 24,000 trail projects nationally since 1992. It is clearly one of the best tools we have to help fund trail construction and maintenance.

Take Action

Only about \$84 million of the estimated \$270 million collected annually on OHV

fuel makes its way to trails projects. That's less than a third. And it's a gap that every trail user should want closed.

In late May, U.S. Sen. Amy Klobuchar (D-Minn.) introduced legislation that takes the first, important step toward getting RTP the full funding it deserves. Four other senators have signed on to co-sponsor the bill, which requires the Federal Highway Administration to update its estimate of the actual fuel tax dollars generated by off-highway vehicles, so that amount can be captured as program revisions are made.

It's time now to add as many Senate co-

sponsors as possible to help the bill move through Congress. Please take just a minute to send your U.S. senator either a Thank-You for co-sponsoring the bill or your request that they do so as soon as possible. Our software and pre-written messages will make it easy, matching you to your elected officials to make sure they get the appropriate message.

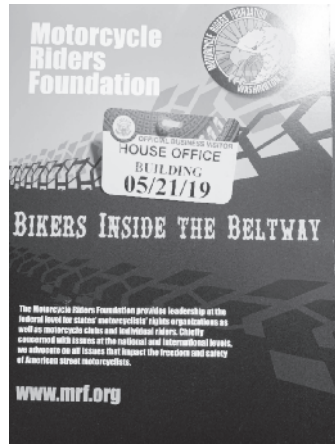
Please do this now, it's quick and easy and could make a big difference. Take Action

For more information, contact the AMA at [grassroots@ama-cycle.org](mailto:grassroots@ama-cycle.org).

Thank you in advance for contacting your U.S. senator about this important legislation. Please forward this alert to your friends and ask them to do so as well. If you do submit comments, please forward a copy to us at [grassroots@amacycle.org](mailto:grassroots@amacycle.org).

Now more than ever, it is crucial that you and your riding friends become members of the AMA to help protect our riding freedoms. More members mean more clout against the opponents of motorcycling. That support will help fight for your rights-on the road, trail and race-track and in the halls of government.

# Bikers Inside the Beltway



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**ATTENTION ABATE OF ARIZONA MEMBERS:** Our nationwide network of A.I.M. Attorneys donate a significant portion of their legal fees from motorcycle accident settlements back into motorcycling by being the sole financial sponsor of the National Coalition of Motorcyclists.





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## House Roster

Legislator	District	Party	Email @azleg.gov	Room	Phone
John Allen	15	R	Email: JALLEN	Room 205	(602) 326-4916
Richard C. Andrade	29	D	Email: RANDE	Room 337	(602) 326-3130
Nancy Barto	15	R	Email: NBARTO	Room 303	(602) 326-5766
Leo Biasucci	5	R	Email: LBIASUCCI	Room 341	(602) 326-3018
Walter Blackman	6	R	Email: WBLACKMAN	Room 345	(602) 326-3043
Isla Blanc	26	D	Email: IBLANC	Room 126	(602) 326-5187
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
Noel Campbell	1	R	Email: NCAMPBELL	Room 304	(602) 326-3124
Andres Cano	3	D	Email: ACANO	Room 332	(602) 326-3027
Frank Carroll	22	R	Email: FCARROLL	Room 342	(602) 326-3249
César Chávez	29	D	Email: CCHAVEZ	Room 318	(602) 326-4862
Regina E. Cobb	5	R	Email: RCobb	Room 302	(602) 326-3126
David L. Cook	8	R	Email: DCOOK	Room 341	(602) 326-5162
Domingo DeGrazia	10	D	Email: DDEGRAZIA	Room 318	(602) 326-3153
Timothy M. Dunn	13	R	Email: TDUNN	Room 112	(602) 326-4139
Kirsten Engel	10	D	Email: KENGEL	Room 118	(602) 326-5178
Mitzi Epstein	18	D	Email: MEPSTEIN	Room 125	(602) 326-4870
Diego Espinoza	19	D	Email: DESPINOZA	Room 338	(602) 326-3134
Charlene R. Fernandez -- Minority Leader	4	D	Email: CFERNANDEZ	Room 322	(602) 326-3096
John Fillmore	16	R	Email: JFILLMORE	Room 316	(602) 326-3187
Mark Finchem	11	R	Email: MFINCHEM	Room 129	(602) 326-3122
Randall Friese -- Assistant Minority Leader	9	D	Email: RFRIESE	Room 321	(602) 326-3138
Rosanna Gabaldon	2	D	Email: RGABALDON	Room 325	(602) 326-3424
Travis W. Grantham	12	R	Email: TGRANTHAM	Room 119	(602) 326-4868
Gail Griffin	14	R	Email: GGRIFFIN	Room 225	(602) 326-5895
Alma Hernandez	3	D	Email: AHERNANDEZ	Room 122	(602) 326-3136
Daniel Hernandez, Jr.	2	D	Email: DHERNANDEZ	Room 115	(602) 326-4840
Jennifer Jermaine	18	D	Email: JJEFFMAINE	Room 124	(602) 326-3199
John Kavanagh	23	R	Email: JKAVANAGH	Room 226	(602) 326-5170
Anthony T. Kern	20	R	Email: AKERN	Room 306	(602) 326-3102
Jay Lawrence	23	R	Email: JLAFFRENCE	Room 131	(602) 326-3095
Aaron Lieberman	28	D	Email: ALIEBERMAN	Room 120	(602) 326-3300
Jennifer Longdon	24	D	Email: JLONGDON	Room 126	(602) 326-3264
Robert Meza	30	D	Email: RMEZA	Room 339	(602) 326-3425
Becky A. Nutt -- Majority Whip	14	R	Email: BNUTT	Room 122	(602) 326-4852
Joanne Osborne	13	R	Email: JOSBORNE	Room 112	(602) 326-3181
Jennifer Pawlik	17	D	Email: JPAWLIK	Room 118	(602) 326-3193
Kevin Payne	21	R	Email: KPAYNE	Room 345	(602) 326-4854
Gerae Peten	4	D	Email: GPETEN	Room 117	(602) 326-4842
Warren Petersen -- Majority Leader	12	R	Email: WPETERSEN	Room 208	(602) 326-4136
Pamela Powers Hannley	9	D	Email: PPOWERSHANNLEY	Room 324	(602) 326-4848
Tony Rivero	21	R	Email: TRIVERO	Room 316	(602) 326-3104
Bret Roberts	11	R	Email: BROBERTS	Room 344	(602) 326-3158
Diego Rodriguez	27	D	Email: DRODRIGUEZ	Room	(602) 326-3285
Athena Salman -- Minority Whip	26	D	Email: ASALMAN	Room 123	(602) 326-4858
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 110	(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
Kelly Townsend	16	R	Email: KTOFWNSEND	Room 207	(602) 326-4467
Myron Tsosie	7	D	Email: MTSOSIE	Room 116	(602) 326-3157
Michelle Udall	25	R	Email: MUDALL	Room 120	(602) 326-4856
Jeff Weninger	17	R	Email: JWENINGER	Room 110	(602) 326-3092



## Senate Roster

Legislator	District	Party	Email @azleg.gov
Sylvia Allen	6	R	Email: SALLEN
Lela Alston	24	D	Email: LALSTON
Sonny Borrelli -- Majority Whip	5	R	Email: SBORRELLI
Sean Bowie	18	D	Email: SBOWIE
Paul Boyer	20	R	Email: PBOYER
David Bradley -- Minority Leader	10	D	Email: DBRADLEY
Kate Brophy McGee	28	R	Email: KBROPHYMCGEE
Heather Carter	15	R	Email: HCARTER
Lupe Contreras -- Assistant Minority Leader	19	D	Email: LCONTRERAS
Andrea Dalessandro	2	D	Email: ADALESSANDRO
Karen Fann -- President	1	R	Email: KFANN
David C. Farnsworth	16	R	Email: DFARNSWORTH
Eddie Farnsworth -- President Pro Tempore	12	R	Email: EFARNSWORTH
Sally Ann Gonzales	3	D	Email: SGONZALES
David Gowan	14	R	Email: DGOWAN
Rick Gray -- Majority Leader	21	R	Email: RGRAY
Sine Kerr	13	R	Email: SKERR
Vince Leach	11	R	Email: VLEACH
David Livingston	22	R	Email: DLIVINGSTON
Juan Mendez	26	D	Email: JMENDEZ
J.D. Mesnard	17	R	Email: JMESNARD
Tony Navarrete	30	D	Email: TNAVARRETE
Lisa Otondo -- Minority Whip	4	D	Email: LOTONDO
Tyler Pace	25	R	Email: TPACE
Jamescita Peshlakai -- Minority Whip	7	D	Email: JPESHLAKAI
Frank Pratt	8	R	Email: FPRATT
Martin Quezada	29	D	Email: MQUEZADA
Rebecca Rios	27	D	Email: RRIOS
Victoria Steele	9	D	Email: VSTEELE
Michelle Ugenti-Rita	23	R	Email: MUGENTI-RITA

# Rider Ed Courses in AZ

Locations						
Site	Website	City	Zip	County	Email	Phone
Motorcycle Rider Training	<a href="#">View</a>	PHOENIX	85012	MARICOPA	<a href="#">Click Here</a>	(623) 979-1839
RIDE SMART M/C TRAINING	<a href="#">View</a>	PHOENIX	85023	MARICOPA	<a href="#">Click Here</a>	(623) 877-5425
T.E.A.M. Arizona - Chandler/Gilbert	<a href="#">View</a>	GILBERT	85233	MARICOPA	<a href="#">Click Here</a>	(480) 998-9888
GILBERT PUBLIC SCHOOLS (PARKING LOT)	<a href="#">View</a>	GILBERT	85234	MARICOPA		(480) 894-0404
T.E.A.M. Arizona - Scottsdale	<a href="#">View</a>	SCOTTSDALE	85260	MARICOPA	<a href="#">Click Here</a>	(480) 998-9888
CHANDLER HARLEY-DAVIDSON	<a href="#">View</a>	TEMPE	85283	MARICOPA		(480) 496-6800
T.E.A.M. Arizona - Glendale	<a href="#">View</a>	GLENDALE	85302	MARICOPA	<a href="#">Click Here</a>	(623) 939-9888
DEER VALLEY HIGH SCHOOL	<a href="#">View</a>	GLENDALE	85308	MARICOPA		(623) 247-5542
LUKE AIR FORCE BASE		LUKE AFB	85309	MARICOPA		(623) 975-6264
Motorcycle Rider Training	<a href="#">View</a>	PEORIA	85345	MARICOPA	<a href="#">Click Here</a>	(623) 979-1839
VEHICLE SAFETY INSTITUE	<a href="#">View</a>	YUMA	85367	YUMA	<a href="#">Click Here</a>	(928) 376-7489
T.E.A.M. Arizona - Sierra Vista	<a href="#">View</a>	FT HUACHUCA	85613	COCHISE	<a href="#">Click Here</a>	(520) 733-9888
Pima Community College	<a href="#">View</a>	TUCSON	85707	PIMA		(520) 206-3981
T.E.A.M. Arizona - Tucson	<a href="#">View</a>	TUCSON	85714	PIMA	<a href="#">Click Here</a>	(520) 733-9888
RIDE NAZ -- FLAGSTAFF	<a href="#">View</a>	BELLEMONT	86015	COCONINO		(928) 443-0111
Ride Northern Arizona - Prescott	<a href="#">View</a>	PRESCOTT	86301	YAVAPAI	<a href="#">Click Here</a>	(928) 443-0111
T.E.A.M. Arizona - Prescott	<a href="#">View</a>	PRESCOTT	86301	YAVAPAI	<a href="#">Click Here</a>	(928) 771-2500
MOHAVE COMMUNITY COLLEGE	<a href="#">View</a>	KINGMAN	86401	MOHAVE		(928) 757-0825
MOHAVE COMMUNITY COLLEGE	<a href="#">View</a>	LAKE HAVASU CITY	86403	MOHAVE		(928) 505-3321
JB'S RESTAURANT	<a href="#">View</a>	MOHAVE VALLEY	86440	MOHAVE	<a href="#">Click Here</a>	(866) 668-6462

### ATTENTION ALL RIDERS

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

**Documentation of Discrimination**

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

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

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

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

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

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

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

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

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

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

Mail To:  
 ABATE of Arizona  
 7509 N. 12<sup>th</sup> St, #200  
 Phoenix AZ 85020

### Important Phone Numbers

**Aid to Injured Motorcyclists - A.I.M. - (800) 521-2425**  
 24-Hr. Legal Assistance  
 for all accidents

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

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

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

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

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

## BIKER LIVES MATTER— President's Briefing

<https://blog.bikernet.com>

Biker Lives Matter is a new Motorcycle Safety Organization that was started when a group of bikers having lunch were discussing the amount of us that have been injured or had friends or family killed while riding our motorcycles.

To date we purchased the website name BikerLivesMatter.com and made progress on the website content which we will continue to add to.

We obtained a State of Florida business license and are currently working on some small details for banking and other things to smooth running of the operation. There is a lot to do and dealing with the government takes time. We appreciate you having faith in us as we grow.

There has been so much response to what we started we will be working on a national level with other agencies and groups and as details are finalized, will let all know through reports on the website and motorcycle media.

I would like to personally thank the motorcycle media who are sharing information on us. I am sure you will continue to see more of that.

Here is a link to the latest from Paisano Publications Easyriders Scuttlebutt blog.

Motorcyclist have the right to operate on our roadways without danger and we will be supporting most motorcycle rights organizations that are also working on this.

We want everyone to know we are a Safety Organization. You may not see a difference in the two but from a legal standpoint there is.

There are many things being done to promote motorcycle safety, but we believe there is a lot more that can be done.

We invite state motor vehicle agencies to partner with us so we can let them know what we expect from them. We are cur-

rently working on having meetings with individuals in some of these agencies.

Motorcycle Rights Groups are invited to let us know what they are working on and how they feel we can help them. If bylaws of rights groups have restrictions on dealing with other groups that are not specifically registered as a rights organization, we invite individuals to join us. I will note that I recognize many of the names that have already joined from my many years I have been involved in motorcycle rights and things that affect us and our lifestyle.

Our first goal is to help reduce crashes and collisions. Education is a key component in our long term plan. Educating current drivers to look for motorcycles is something we have been doing for some time and we intend to increase our efforts by educating new drivers and those getting close to driving age. They will grow up knowing part of operating a vehicle is to look for motorcycles.

Together, working with other groups, to change laws by increasing penalties for distracted driving in another course of action.

There is a lot to do and changes will be made as we grow. For now, what you can do to help is to let others know about us, what we are working on and asking them to join. There is no fee to join, as with some other organizations. People do not even need to own a motorcycle; they just need to want others to stop injuring and killing us.

You can receive Free bumper stickers from a link on website.

Look for information on Accident Scene Management website so that those who are interested may be of assistance to injured riders until professional help arrive on scene.

RIDE SAFE

Rogue



## ABATE of Arizona Life Members

Russ Abshire	Rusty Childress	Susan Elaine "Nurse Nancy" Hernandez	Ken Nagel	Tracy Smithson
Jeanette Baker	Brad Cosby	Hernandez	Robert O'Leary	Jerry Snyder
Al Banks	Dawn Cowan	Rick Hogsten	"Lady Jewells" Olson	Dave Sorrels
John Banks	James Crull	Carol Holland "Paprika"	Lane "Shorty" Owen	Jim Steckbauer
Tom Bateman	JD DePaolantonio	Jerry Holzwordt	Marshall "OZ" Ozbirn	Gene Szymanski
Lynn Baxter Belous	Dawn Detelj	William Hurst	Fred Pascarelli	Deeann Taylor
Tina (Sweet Pea) Benoit	Mike Dick	Brent Johnson	Jayne Pascarelli	Perry Taylor
Nancy Bernstein	Dale Dobson	Dale Johnson	Mark Pepera	Linda Teunissen
Jim Best	Debbie "Eagle" Donaldson	Bob Katsock	Angelique Perea	Stubby Teunissen
Steve Bickett	Mary K Donnay	Bradley Kitchins	Claudia Phelps	Patrick Thomas
Bud Bidon	Sonny Eldredge	Terry Kohl	Forrest Phillips	Indy Turner
Lee Bidon	Mark Epling	Ron Kool	Brenda "Bubbles" Phillips	Mike Turngren
Norma Jean Billington	Rich Ertzner	Kurt Kreckler	Glenn Piper	Nathan Vankeuren
Susie Blair	George Ferguson	Bob La Londe	Dick Prince	Duane Voorheis
Roger Blancas	Kay Ferguson	Patti La Londe	Sioux Prince	Bud Walling
Debbie Bona	Still Ray Fitzgerald	Jeff Larson	Don Randolph	Scott Welch
Keith "Brownie" Braunschweig	Jerry Flo	Tracey Larson	Dan Ray	Bob Welton
Robert Bredernitz	Charles Geller	John Loudermilk	Ray "Clean Livin" Riedel	Lisa Whitacre
Susie Bredernitz	Dorothy German	Richard Macias	Mike Riggin	Callen Whitton
Judy Bristow	Dwayne Goff	Gloria McCormack	Dale Robinson	Daniel Widmar
Matt Brown	Bill Goodwin	Harold McCormack	Carrie Robinson	Scot Williamson
Lynne Buohl	Jeff Gorall	Jessica Method	Debbie Robinson	Jerry Wohlrabe
Tom Buohl	Charlie Gorton	Kate Milner	Catherine Rouse	Tim Young
Arnold Burdett	Tracy Gruber	Wade Milner	Patty Schneider	Fred Zalud
Fran Burdett	Bob Gumfory	Stewart Moore	Redbone Schneider	Jerry Davis
Deborah Butitta	David Hallum	Michael Morris	Tom Schwartz	Robb "Double B" Felder
James Butsback	Arlene Hamilton	Robin Munn	Michael Shearhart	Jack Batty
John Carmody	Robert Haring	Susan Murphy	Jim Silk	
Timothy Carney	Bobbi Hartmann	Betty Myer	Joe Silk	
Flo Catone	Jeff Hennie	Dennis Myer	Judy Silva	
Bill Cherry	Gilbert "Chorizo" Hernandez	Candice Nagel	Curtis Smithson	



## NMA ALERT: Motorists in Court— Latest Court Case Updates from Around the Country

<https://blog.bikernet.com>

This time of year, many state legislatures have wrapped up their yearly bills, but courts never stop. Here are just some of the cases we have been tracking.

The Colorado Supreme Court recently declared that an alert by a drug-sniffing police dog to detect marijuana and other drugs no longer provides probable cause for a search. In *Colorado v. McKnight*, the court also ruled that deploying such a dog counts as a search that must be preceded by probable cause or a court-authorized warrant. Since 2012, Colorado legalized an ounce or less of recreational marijuana for adults 21 or older. This ruling may have further implications for other states that have legalized pot.

US District Judge Richard W. Story denied a motion to dismiss a lawsuit that challenged the use of traffic tickets and other fines to generate revenue through zealous policing in Doraville, Georgia. The judge wrote in his ruling, "Here, the City is engaged in a broad pattern of allegedly unconstitutional behavior that is ongoing. As a result of that practice, the City's officers write dozens of tickets for ordinance and statutory violations on a daily basis." The four plaintiffs maintain that by putting this revenue into its annual budget, Doraville creates an excessive incentive for public officials to police for profit instead of protecting the health and safety of residents. The city books between 17 and 30 percent of its overall

revenue from fines and fees by police and code inspectors. In 2015 the revenue was over \$3 million with 15,000 cases in a town that has a population of only 10,540.

In a unanimous 5-0 March decision, the Indiana Supreme Court ruled that police officers are not required to document a basis for a traffic stop. In October 2016, Zachariah Marshall was stopped by police ostensibly for speeding but was arrested instead for a DUI. The defense asked that the case be thrown out since the officer lacked reasonable suspicion for stopping him in the first place since Marshall's driving did not signal impairment and speeding was not cited. The court, however, stated that the reasonable suspicion standard does not mandate documentation, only that an officer have "a particularized and objective basis for suspecting" that the driver violated the law.

Berkshire County, Massachusetts Judge Jennifer Tyne ruled that statements made by a Lanesborough police officer in an alleged drug case would not be admissible. Officer Brennan Polidoro received drug-recognition certification in 2014 and is the county's only Drug Recognition Expert. Judge Tyne deemed that Polidoro's evaluations and his training were not based on science and his conclusions were unreliable. Courts recognize a blood alcohol test standard for giving an accurate reflection of intoxication, but no such recognizable standards exist for marijuana or other drugs.

Due to a jurisdictional technicality, a federal lawsuit brought against the state of Rhode Island for truck-only tolls was thrown out of court. US District Judge William Smith dismissed the lawsuit from the American Trucking Associations (ATA) because the truck-only tolls are really a form of targeted tax and the case should be heard in state, not federal court. The ATA contends that the tolls are a violation of the Commerce Clause and discriminates against out-of-state truckers. Rhode Island installed the controversial program to raise funds for roads and currently has only two truck-only toll gantries in operation. Beginning in July, however, the state will open a third gantry and plan to open one gantry a month until April 2020.

The Texas Court of Appeals overturned a county judge's interpretation of the state's littering law that held tossing a lit cigarette out of the car could only be a crime if it happened to start a fire. A motorist was stopped after he dropped a lit cigarette to the ground and was later booked on a DUI. The three-judge panel said the traffic stop was justified because the motorist violated the state's littering law even if the cigarette did not start a fire.

The US Supreme Court heard testimony in April about a Wisconsin law that allows law enforcement to draw blood without a warrant from unconscious drivers who are suspected of being intoxicated. Close to half of all states have similar

laws, which claim that by choosing to drive, motorists consent to breath, blood or urine tests if police suspect them of drunk driving or driving under the influence of drugs. Lawyers for the driver who was subjected to a blood draw while unconscious say that the WI law violates the Fourth Amendment prohibition against unreasonable searches and seizures. The case is *Mitchell v. Wisconsin*, 18-6210.

In another Wisconsin case, the State Supreme Court upheld that police can ask questions about guns and gun permits during a traffic stop. In the Milwaukee case of *Wisconsin v. Wright*, a police officer asked motorist, John Patrick Wright, in a 2016 traffic stop, whether he had a gun in the car and a concealed carry permit. Wright answered that he did have a gun in his glove compartment but did not yet have his permit since he just finished the class required for the permit. Wright was then arrested. Two courts rejected the questioning about guns saying it was a Fourth Amendment violation to extend a stop to inquire about issues unrelated to the initial reason for the traffic stop (a broken headlight). The high court stated that the officer asking the question about the gun and the gun permit took little time to ask and was thus de minimis, virtually incapable of any measurement, which then did not violate the Fourth Amendment.

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