

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

# LANE FILTERING



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



Mike Infanzon

Cooler weather means more riding time. Make sure you watch for those who don't watch for you!

**Upcoming Legislative Session**

We have a few priorities such as lane filtering, heavier penalties for distracted driving violations, etc.

Will Cleveland has been monitoring the Tucson area local government agendas and I have been covering the rest of the state. No one wants to spend money to fix the roads but everyone wants to spend money on

something we don't need right now. It get frustrating at times.

I have been hearing of a few incidents of motorcyclist profiling stemming from the east valley. Remember! If you are stopped by law enforcement, DO NOT engage them in an argument! Follow directions, DO NOT answer their fishing questions and if you feel you have been profiled, let us know. We will need any documentation you have along with the officers name, badge number and who they work for. The profiling incidents have slowed down but even one is one too many.

We would still like to host legislative town halls around the state so all the ABATE membership can interact with their legislators.

One last thing... if you would like to attend a motorcycle lobby day in January, drop me an email. Motorcycle Day at the Dome will be moved to April and on a Saturday but we will still lobby our legislators in January for our agenda.

Stay free.





# ABATE OF ARIZONA LOCAL CHAPTERS

## A.B.A.T.E. BOARD OF DIRECTORS AND OFFICERS FOR 2021-2022

**Chairman**..... Mary K. Donnay  
 .....chairman@abateofaz.us  
**Mohave**..... Tom Ayd  
**High Country**..... Vacant  
**Phx / Shadow Mountain**..... Mary K. Donnay  
**Southern AZ**..... Judi Miller (interim)  
**Yavapai**..... Deborah Butitta  
**Yuma**..... Frank White  
**Superstition**..... Jack Batty

Quarterly Board meetings are the first Saturday of January, April, July and October at 1:00PM at the ABATE of Arizona state office AZ American-Italian Club.  
**Email:** chairman@abateofaz.us, **Phone:** (602) 751-3180

**ABATE of Arizona, Inc. STREET ADDRESS:**  
 AZ American Italian Club, 7509 N. 12th Street, Suite #200, Phoenix, AZ 85020  
**Phone:** (602) 456-2453  
**ABATE of Arizona, Inc.**

**MAILING ADDRESS:**  
 7000 N. 16th Street, Suite 120, Box 434, Phoenix, AZ 85020

### BOARD APPOINTED OFFICERS

**Lobbyist**..... Legislative Director/Designated Lobbyist  
 Michael Infanzon  
**Authorized Lobbyist**..... Will Cleveland  
**M.A.P.**..... Jim Silk  
**Treasurer**..... Tara Rudometkin

### STATE OFFICER APPOINTED OFFICERS

**Masterlink Editor**..... Eric Hampton

### A.B.A.T.E. State Officers For 2020-2021

**President**..... Shirley Bizub  
**Vice President**..... Darla Hampton  
**Secretary**..... Dee Grady  
**Treasurer**..... Tara Rudometkin  
**Membership**..... Cynde Ayd  
**Run/Events**..... Vacant  
**Safety Coordinator**..... Vacant  
**Sergeant-at-Arms**..... VACANT  
**P.A.C.**..... Will Cleveland  
**Communications**..... Vacant  
**Designated Lobbyist**..... Michael Infanzon  
**ABATE Products**..... VACANT  
**TBFS Chair**..... VACANT  
**MasterLink Editor**..... Eric Hampton  
 TheMasterlink@abateofaz.org

www.abateofaz.org and www.toobrokeforsturgis.com

State Officers meetings are held the 1st Saturday of every month, 11:00 am at the AZ American Italian Club, 7509 N. 12th Street Phoenix, AZ.

## Coyote Pass Chapter

**Coordinator**.....Harley Pettit  
**Vice Coordinator**..... Vacant  
**Secretary**.....Darin Green  
**Treasurer**.....Karon Surinck

FMI contact Harley Pettit, (928) 530-2555, harley3787@gmail.com  
 The Coyote Chapter of ABATE meets at the Mi Lindo Jalesco, 509 Beale St, Kingman AZ 86401 on the second Tuesday of each month at 6:00 pm

## High Country Chapter

605 W. Arabian Way  
 Payson AZ 85541

**Coordinator**.....Dean Mikelson  
**Vice Coordinator**.....Woody Phillips  
**Secretary**.....Mark "Griz" Miller  
**Treasurer**.....Deb Beda  
**Membership**.....VACANT  
**Events Coordinator**..... Vacant  
**Safety Coordinator**..... Vacant  
**Sgt. At Arms**..... Richard Levesque (Snake)  
**P.A.C.**.....Rebecca Crawford  
**Communications**.....Stephanie Mikelson  
**Merchandise**..... Vacant  
**BOD Rep**..... Vacant

FMI contact Bill Hensler (928) 978-1577  
 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

## Mohave Chapter

1451 E. Ruby Trail  
 Fort Mohave, AZ 86426

**Coordinator**..... Tom "Papa Smurf: Ayd  
**Vice-Coordinator**..... George "Jungle George" Payntar  
**Secretary**..... Cynde Ayd  
**Treasurer**..... Roxanna Payntar  
**Membership**..... Cynde Ayd  
**Sergeant-at-Arms**..... Emmette "ET" Tucker  
**Events Coordinator**..... Shirley "Moonshine" Bizub  
**PAC**..... Dennis Lange  
**Communications Officer**..... Vacant  
**Safety Coordinator**..... Christine Allen  
**Merchandise Coordinator**..... Shirley "Moonshine" Bizub

Mohave County Chapter meetings are held the 3rd Monday of the month 6:00 PM at:  
 VFW Golden Valley, Post 2555, 6068 Supai Dr., Golden Valley, AZ 86413

## Phoenix-Shadow Mountain Chapter

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

**Coordinator**.....Nolan Steed  
**Phone** (541) 948-9771, email: steednk@gmail.com  
**Vice Coordinator**.....Howard Michael Rudd  
**Secretary**.....Lyn Peterson  
**Treasurer**.....Tara Rudametkin  
**Membership**.....William Driggers  
**Events Coordinator**.....One T, Scot Williamson  
**Safety Coordinator**.....Ernie Lizarraga  
**Sgt. At Arms**.....Jerry Davis  
**P.A.C.**.....Vacant  
**Communications**.....Rebecca Crawford  
**Merchandise**.....Margie Seepber

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 Nolan Steed

## Southern Arizona Chapter

6888 N De Chelly Loop  
 Tucson, AZ 85741

**Coordinator**.....Anissa "Dragonfly" Huntington  
**Vice Coordinator**.....Jeremy Krauss  
**Secretary**.....Monica Byrne  
**Treasurer**.....Dawn Detelj  
**Membership**.....Jim Butsbach  
**Events Coordinator**.....Dennis Smith  
**Safety Coordinator**.....Darron Huntington  
**Sgt. At Arms**.....J.D. Dare  
**P.A.C.**.....William Cleveland  
**Communications**.....William Cleveland  
**Merchandise**....."Tequila" Mike Howard

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

## Superstition Chapter

**Coordinator**.....Marc Schultz  
**Vice Coordinator**.....Reg Vallelunga  
**Secretary**.....Becky Pennington  
**Treasurer**.....Leslie Weinel  
**Sergeant-at-Arms**.....Clayton Crull  
**Membership Coordinator**.....Becky Pennington  
**Events Coordinator**.....Duane "Disco" Tone  
**PAC**.....Brian Schmidt  
**Communications Officer**.....Brina Brown  
**Safety Coordinator**.....Clayton Crull  
**Merchandise Coordinator**.....Sadie Schultz

We meet the 2nd Sunday of every month at 2:00 PM at the Superstition Harley-Davidson, 2910 W. Apache Trail, Apache Junction 85120, in the conference room on the second floor. 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.

## Yavapai Chapter

465 E Liana Dr.  
 Chino Valley, AZ 86323

**Coordinators**.....Dan Tumey  
**Vice Coordinator**.....Tim Thomas  
**Secretary**.....Dixie Gray  
**Treasurer**.....Dennis Banners  
**Membership**.....Holly Woolsey  
**Events Coordinator**.....Vacant  
**Social Media**.....Suni Sommers  
**Safety Coordinator**.....Dixie Gray  
**Sgt. At Arms**.....Vacant  
**P.A.C.**.....Deborah Butitta  
**Communications**.....Vacant  
**Merchandise**.....Vacant

Meet us at for the VFW's very reasonably priced and tasty dinner. We meet the 2nd Sunday of each month at the VFW Post 541 in Prescott - 202 N Arizona Ave, Prescott 86301. 11:00 to socialize, meeting starts by 11:00.

For more information. Contact ycabateaz@gmail.com or call Dan @ 928-308-9911. 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**.....Alex R. Montez (Sidetrack) RRM  
**Vice Coordinator**.....Frank White  
**Secretary**.....Mikkie Melanson  
**Treasurer**.....Robin Aitken  
**Membership**.....Carla Schmidt  
**Events Coordinator**.....Vacant  
**Safety Coordinator**.....Vacant  
**Sgt. At Arms**.....Joe Toussint (Rattle) IFMC  
**P.A.C.**.....Vacant  
**Communications**.....Vacant  
**Merchandise**.....Vacant

Yuma Chapter meets the second Thursday evening monthly at 6:00 PM at the pm. We meet at the community Christian Church, 6480 US Highway 95 (between 3E and Araby in the back building). For additional information contact Frank White (Hound) at 209-327-0814.

### EDITOR'S NOTE:

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

# News from the MRF

For Immediate Release

October 28th, 2021

Same Old Story...

For the 3rd time in 13 months, Congress will extend the deadline to reauthorize highway funding programs. The original deadline of September 30, 2020 was extended for a full year last fall. Last month, Congress kicked the can down the road, giving itself a 1-month extension that expires on October 31st. Facing yet another self-imposed deadline, Thursday night, Congress gave itself ANOTHER extension,

this time running through December 3rd, 2021. President Biden now must sign the bill before the first of November to avoid a lapse in funding.

Over 3,700 employees in the Federal Highway Administration and Federal Transit Administration would be furloughed without these stop gap funding extensions. Passage of a long-term infrastructure and highway bill remains blocked because of an inter-party fight between progressive and moderate Democrats on a host of issues.

The Motorcycle Riders Foundation (MRF) believes long term and stable

funding for our nation's transportation and infrastructure programs should not be continually deferred. The MRF remains committed to seeking long term solutions that advance the priorities of the nearly 10 million bikers in this country.

For Immediate Release

November 5, 2021

### Highway Bill Passes... a Year Late

After a 13-month delay and enactment of

three separate extensions, Congress finally passed a surface transportation reauthorization bill. This bill, sometimes called the highway bill or the infrastructure bill, has been a hotly debated topic in D.C. for several years. Once signed by the President, the bill will reauthorize many highway programs, provide funding for road and bridge construction and replace the previous highway bill passed in 2015, known as the FAST Act.

### continued page 3

## 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.

**The Masterlink is digital.**

**It is posted monthly on the ABATE website - www.abateofaz.org.**

### How to Reach Us

**480-256-9237**  
**For Advertising Rates**  
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<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 Shirley Bizub

Hello everyone ,

I'm hoping all are doing well. As many have heard, our past state officer for Safety and Sargeant at Arms Paul "Wolfman" Whaley was in a serious accident. There is a go fund me account; the family is in need to pay bills. If you're able to help it would be very much appreciated.

This is November and all chapters should or will be holding elections for new chapter officers for the up

coming year. All chapters, please remember to send a list of your new officers to the State Secretary , MasterLink and State Membership so they can be put in the system.

Save the Date ALL officers will be required to do a mandatory training on January 9, 2022; time to be announced.

I think all the State Officers have made leaps and bounds these past two years and a few

of us would like to continue representing the great state of Arizona for ABATE. So hopefully you were able to vote for new state officers. Thank you for putting your trust in us.

Until next month ride safe and watch out for those who are not looking for us.

Your State President,  
MoonShine

## News from the MRF

Just a week ago, Congress gave itself a third extension running into December. Yet election victories by Republican candidates, especially a win by the GOP in the Virginia governor's race, seems to have spooked Democrats, and motivated passage of a bill that has been awaiting a vote since the summer.

For the last two years, the House of Representatives and Senate have battled over transportation priorities and funding levels. In both 2020 and 2021, the House of Representatives passed versions of their highway bill, only to be rebuffed by the Senate. Under pressure from President Biden, the Senate finally acted, passing in August a \$1.2 trillion infrastructure bill. This action by the Senate, effectively forced the House to accept the Senate version of the bill or continue to pass short term extensions of current law.

However, pressure from the left wing of the Democratic party delayed a vote on the Senate's infrastructure bill until an unconnected piece of legislation, referred to as the "human infrastructure bill," was agreed to. That bill, called "Build Back

Better," had an original price tag of \$3.5 trillion and effectively held the infrastructure bill hostage. After months of debate, and Tuesday's election results, House Democrats agreed to vote on a smaller Build Back Better bill later in the month, opening the door to a final vote on the infrastructure bill.

At 11:27pm Friday night, the House agreed to the Senate's bill and passed a \$1.2 trillion 5-year highway bill, known as the INVEST ACT. The final vote in the House was 228 to 206, with 13 Republicans voting in favor and 6 Democrats voting against.

While not a perfect bill, there are victories for bikers contained in the 2,740 pages of legislation. First and foremost, the Motorcyclist Advisory Council (MAC) will be reestablished with this new law. The MAC is a forum, within the U.S. Department of Transportation, specifically focused on motorcycle issues. The council is required to provide biannual reports to Congress on three critical areas:

Motorcycle and motorcyclist safety; Barrier and road design, construction and maintenance practices; The architecture and implementation of intelligent transportation system technologies.

Importantly, the new MAC will have expanded membership of 13 members, including one designated member from a "National Motorcyclist Foundation."

Second, grant money allocated to states through the Section 405 funds, specifically dedicated to motorcycle safety, will be increased with this new law. In 2021, approximately \$4.2 million dollars was distributed to states for motorcycle safety programs. With this new law, close to \$5.1 million dollars will be set aside for grants related to motorcycle safety programs in 2022.

Last year 45 states applied for and were given money for the education and implementation of motorcycle safety programs. The five-year length of this bill will see those funds continue to grow year over year, providing important resources to

states for safety training.

Finally, the bill leaves unchanged hard-fought provisions from past highway bills. These include the ban on using federal funds to create motorcycle only check points and a prohibition on the National Highway Traffic Safety Administration (NHTSA) actively lobbying state governments on pending legislation.

It is unfortunate that it took 13 months from the original expiration date of September 30, 2020, to finally pass a new highway bill. This bill does not meet all the needs of bikers, but it does take some positive steps to ensure motorcyclists remain part of the transportation network. With your help, the Motorcycle Riders Foundation (MRF) will continue to fight for motorcyclists' priorities left unaddressed in this bill. Issues related to the profiling of bikers, autonomous vehicles and ethanol regulations are just a few of the areas that this bill falls short on. The MRF is committed to these priorities and remains the voice of the street rider in Washington, D.C.



## We still live in a free country!

Mike Infanzon  
Legislative Director

As we wind down 2021 and prepare for 2022, let me give you some encouraging news.

### We still live in a free country!

Yeah, arguments can be made that the government is slowly eating away at our freedoms. Isn't that a good enough reason to fight back? I've been meeting with some state legislators about our legislative agenda for next session and it looks promising. But I am a "glass half-full" type of individual anyway. I will always look for the positive in things before the negative.

A few positives....

We got a few pro-freedom bills passed in 2021.

We met with many legislators and congressional staff to educate them on the positive impact motorcyclists have on our communities.

We were able to have table at events to let the general public know what ABATE is all about.

We are still fighting for freedom.

But in life, we were never promised a rose garden and there have been some losses in 2021. We are still being impacted by the COVID-19 virus on a daily basis. We have lost loved ones to this pandemic. I know people who have lost their livelihoods, spouses, children, and parents. And we all mourn with them. We

have lost a few freedom fighters this year also. Any one loss is one too many. Life is too short to argue over the small stuff. Too short to stress over petty things. I had a Monday morning coffee with a friend of mine recently and it truly lifted my spirits for the entire week. As we focus on the fight for freedom, do not forget to take a breath and smell the roasted coffee beans. Enjoy a cup of coffee with a friend.

A few years ago, I made a conscious decision to be in a better mood as much as I can and not let others determine my attitude. I made a "to-do" list I follow every month that helps keep me in a positive mindset. So, as you look towards 2022, let me challenge you to these every month:

1 lunch date with a friend

24 hours no social media

1 day outdoors

1 night out with friends

1 date night

1 breakfast meetup with friends

1 movie night

1 day serving others

1 day completely to myself

Read something daily that will improve my life

Here's to a great 2022.

Be good to one another.



## Chapter Reports

### Coyote Pass

NO REPORT.

### High Country

NO REPORT.

### Mohave Chapter

Greetings from Mohave County. Here we are it is early November and things are happening for ABATE with Chapter elections and state officer elections. With recent events with lack of people stepping up to take a leadership role I am very aware of the need for people to step up and take a role at the chapter and state level if ABATE of Arizona is going to survive.

On Saturday, October 23 rd. the Mohave

Chapter held their 3 rd. annual Halloween party. It was a good time and we made some money for the chapter but the number of people attending was a little disappointing. So many other events going on at the same time. This past weekend, November 4 thru the 7 th. was Riot on The River in Winkelman, Mohave Chapter did have 5 members attending.

That is all I have for now. Wishing everyone a Happy Thanksgiving and a very blessed holiday season.

Until next time ride safe and stay safe.

Tom Aydt

Mohave Chapter Coordinator

### Phoenix/Shadow Mountain

NO REPORT.

### Superstition Chapter

NO REPORT.

### Southern Arizona Chapter

Our Chapter Road Clean-up was a great success! In addition, our Chapter Raffle was a success; we raised \$965 and our winners were:

1st place: Missy & Erick \$300

2nd place: Chad McGinnis \$150

3rd place: Ken Lynn- Moose \$50

Congratulations to our winners and "Thank You" Jim Butsback for coordinating the raffle and everyone who participated. December is going to be full of Toy Runs and other events in the community. ABATE of Southern Arizona will have our booth up at the Sun Riders MC

40th Annual Toy Run on December 12th. We welcome everyone to come out and support the Sun Riders MC and ABATE of Arizona!

Our annual Christmas party and Chapter meeting will take place at Chuy's Mesquite Broiler located at 7101 E. 22nd St, Tucson, AZ 85710 on Saturday, December 18th. We wish EVERYONE a Merry Christmas and a Happy New Year from ABATE of Southern Arizona!

Anissa "Dragonfly" Huntington

### Yavapai Chapter

NO REPORT.

### Yuma Chapter

NO REPORT.

## AMA News

**Washington D.C.** — President Biden has restored three national monuments that had previously been reduced in size by former President Donald Trump, including Bears Ears and Grand Staircase-Escalante in Utah. Biden used an executive order to declare 1.36 million acres in Bears Ears, slightly larger than the original boundary, and 1.87-million-acre Grand Staircase-Escalante monument. Biden also reimposed fishing restrictions in the Northeast Canyons and Seamounts Marine National Monument in the Atlantic Ocean off the coast of New England.

The president's decision, while expected, remains controversial, particularly in Utah. Much of the area has long been popular with OHV enthusiasts, tourists and campers. Likewise, miners are interested in the area for its stores of uranium and other minerals and ranchers have used much of the land for grazing cattle. Utah Gov. Spencer Cox and the state's congressional delegation have argued that land use rules for the area should be established by legislation, rather than executive order, to avoid regular changes to the boundaries by future presidents.

**Sunnyvale, Calif.** — New research from AAA finds that moderate to heavy rain affects a vehicle safety system's ability to "see", which may result in performance issues.

During closed course testing, AAA simulated rainfall and found that test vehicles equipped with automatic emergency braking traveling at 35 mph collided with a stopped vehicle one third (33 percent) of the time. Lane keeping assistance didn't fare any better with test vehicles departing their lane 69 percent of the time. Vehicle safety systems, also known as advanced driver assistance systems or ADAS, are typically evaluated in ideal

operating conditions. However, AAA believes testing standards must incorporate real-world conditions that drivers normally encounter.

AAA, in collaboration with the Automobile Club of Southern California's Automotive Research Center, simulated rain and other environmental conditions (bugs and dirt) to measure impact on the performance of ADAS like automatic emergency braking and lane keeping assistance. Generally, both systems struggled with simulated moderate to heavy rain, with results showing that vehicle safety system performance varies widely, reinforcing that they are not a replacement for a fully engaged driver.

**Ruckersville, Va.** — A recent study by the Insurance Institute for Highway Safety examined fatal crash rates for 65 motorcycle models offering antilock braking systems as an option from 2013 to 2019. Researchers found that bikes equipped with ABS were involved in 22 percent fewer fatal crashes. By motorcycle type, ABS was associated with a 32 percent reduction in crash rates for standard and cruiser motorcycles, a 25 percent reduction for touring and sport touring bikes, a 19 percent reduction for sport bikes and a 12 percent reduction for supersport models.

With evidence mounting that it could help prevent crashes, many countries, including the members of the European Union, have mandated that certain on-road motorcycles be equipped with ABS. IIHS and the affiliated Highway Loss Data Institute formally petitioned the National Highway Traffic Safety Administration for an ABS requirement for motorcycles in 2013. So far, that hasn't happened. But the feature has become more common. ABS is standard on more than half of 2020 model motorcycles on the road in

the U.S. and optional on another quarter.

Because the study was limited to motorcycles on which ABS was available as an option, the results might also have been skewed by the exclusion of the growing number of models on which the feature is standard. Previous studies had found a somewhat larger effect on fatal crash rates. Another likely explanation is that the 2011 and 2013 studies involved fewer types of motorcycles.

**Sacramento, Calif.** — Assembly Bill 232 has been signed by the Governor Newsom. The legislation requires residents of Arizona, Utah and Idaho, states that currently do not recognize California off-highway vehicle registrations, to purchase California green stickers or non-resident registrations to operate in the state. It is the goal of this legislation's proponents to pressure these three states to repeal their out of state visitor requirements and allow California residents with valid registration to enjoy the same reciprocity that was traditionally extended to visitors in the past.

**Brussels, Belgium** — As reported by the Federation of European Motorcyclists' Association the European Parliament has adopted a provisional agreement on the new Motor Insurance Directive. This concludes a very long process to revise the existing directive following a European Court of Justice declaration that the existing insurance directive included non-road going vehicles like agricultural tractors, lawn mowers and racing vehicles. This decision had huge consequences for sporting activities like motorcycle racing, training and testing on tracks closed course settings.

In the now adopted agreement (which was adopted in a vote of 689 - 3), non-road-going vehicles that do not enter pub-

lic roads, motorized lawn mowers and motorcycles and cars that are exclusively used "in a restricted and demarcated area" are no longer required to be insured for road use. In addition, electric assisted bicycles and electric kick-scooters are excluded from the scope of the directive.

**Leuven, Belgium** — Starting in 2023 the European New Car Assessment Programme will start testing driver support systems in cars, such as Autonomous Emergency Braking and Lane Support Systems, on their ability to look for and react to motorcyclists. Motorcycles are often not detected by the sensors of advanced driver assistance systems, or the reaction of the systems is not adequate. In 2016 research by the Netherlands Vehicle Authority showed that cars with an innovative driving system, such as an adaptive cruise control, could notice motorcycles, but when motorcycles rode at the edge of their lane, the adaptive cruise control did not respond well to them. In many tests, action had to be taken by the driver of the car to prevent a collision.

Special motorcycle test dummies have been developed and approved to use in the Euro NCAP tests from 2023. For FEMA this a significant step, because these new test protocols indicate that Euro NCAP takes motorcyclists' safety seriously. As recently as April 2021 FEMA asked the European Commission to develop a key performance indicator for vehicle safety that is focused on powered two-wheelers and other L-category vehicles, because currently a rather high percentage of new passenger cars with a Euro NCAP safety rating equal or above four stars ignores vehicle safety for powered two-wheelers.





# Coast to Coast

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

## CONGRESS APPROVES FEDERAL HIGHWAY BILL

Following extension after extension, deferring action for more than a year, the so-called infrastructure bill, or highway bill to reauthorize highway funding projects, passed on November 12, 2021 after the U.S. House of Representatives agreed to the Senate's version and passed a 5-year, \$1.2 trillion highway funding bill, dubbed the INVEST ACT.

Unfortunately for bikers who have lobbied Congress extensively on various transportation issues contained in the House measure, after all this time there's scant little to celebrate. The Senate version does include reestablishment of the Motorcyclist Advisory Council (MAC) to advise the U.S. Department of Transportation on motorcycle matters, and allocates increased Section 405 grant funds dedicated for motorcycle safety.

But left out of the new law are hard-fought issues such as anti-biker profiling by law enforcement, expanding prohibitions on motorcycle-only

checkpoints, and autonomous vehicle operation oversight.

## BUILD BACK BATTERY

Now that President Biden's scaled back \$1.2 trillion infrastructure bill is law, Democrats are setting their sights on his Build Back Better Act, furthering the administration's electric vehicle agenda, including tax incentives of up to \$12,500 per vehicle to spur consumer demand for EVs and establishing a network of 500,000 EV chargers nationwide by 2030.

Transportation officials are touting the Build Back Better as a key part of Biden's plan along with the new infrastructure package to help achieve the president's EV sales goal of having half of all new vehicles sold by 2030 to be electric.

On November 19, after months of negotiations including hijacking the infrastructure bill until this "human infrastructure" measure could be acted upon, House Democrats passed the Build Back Better with no Republican support.

Included in \$495 billion worth of climate initiatives, there's proposed refundable electric vehicle tax credits, not just for new cars, but up to \$4,000 for used electric or plug-in

hybrid vehicles, and also includes incentives for buying electric motorcycles and three-wheeled vehicles which would be eligible for up to \$7,500 or half the vehicle's price.

The \$1.75 trillion Build Back Better bill will now go to the Senate, where it faces stiff opposition from Republicans and is likely to be revised in the coming weeks. Senate Majority Leader Chuck Schumer (D-NY) said he aims to have the chamber pass the bill before Christmas. The House will need to vote on it again if the bill is altered.

## MOTORCYCLING IS LESS DANGEROUS THAN HORSE RIDING AND SKIING

It turns out that horse riding and skiing are more likely to land you in the hospital needing medical treatment than getting out on your motorcycle, according to a new study that reveals motorcycling actually isn't as dangerous as other less regulated pastimes.

A study on a decade's worth of data from the U.S. National Trauma Data Bank has grouped the reasons as to why Americans have landed in the hospital to be treated for injuries. It found that motorcycling isn't as dangerous statistically as other

activities that don't require so much training.

Motorcycling injuries accounted for 0.14 out of 1000 hours of riding. By contrast, horse riding has 0.49 injuries during that timeframe, with 37% of those requiring care for trauma to the thoracic region (chest and upper back area) and a fifth suffering a head injury.

A quarter of those would go on to require intensive care, plus one in ten needing surgery.

Perhaps insurers should keep those actuarial numbers in mind before so readily hitting the '+' on those premiums!

## NEW HEADS-UP HELMET DISPLAY TECH HAS ALMOST LIMITLESS POTENTIAL

Swiss firm Aegis Rider AG is using augmented reality to create a helmet that seamlessly integrates information into the view ahead. It's an idea with virtually limitless potential, from providing real-time hazard warnings by highlighting threats as they emerge, to coaching the rider with suggested speeds and cornering lines, or presenting safety instruc-

**continued page 6**

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

### ABATE IS:

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

### Value

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Priceless Rights  
Priceless Rider Education

### ABATE of Arizona Serves to:

- Collaborate with other organizations to

monitor and support funding for practices that do not discriminate against motorcycling.

- Encourage political involvement of its membership.
- Promote and present motorcyclists and motorcycling in a positive and safe manner.
- Help prevent motorcycle crashes and promote crash survival through rider education, and public awareness campaigns.
- Encourage ongoing federal research programs such as use of E15 fuel in motorcycles, inclusion of motorcycles in ongoing transportation emerging technologies, and improvements in safer roadway design strategies.
- Promote rider skills training

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

### Motorcycle Awareness Program (MAP)

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

### ABATE accomplishments:

- 1992** Opened HOV lanes to motorcycles
- 1993** Helped prevent mandatory helmet legislation in Arizona
- 1997** Established handlebar height elevation to shoulder height
- 2001** Established Motorcycle Safety Fund
- 2002** Established Arizona Motorcycle Safety Council
- 2004** Established veteran plates for motorcycles
- 2007** Eliminated yearly motorcycle emissions testing in Pima County
- 2007** Removed cap on Motorcycle Safety Fund
- 2013** Eliminated yearly motorcycle emissions testing in Maricopa County
- 2015** Eliminated restriction on handlebar height
- 2017** Successfully prevented mandatory helmet legislation
- 2017** Reestablished Motorcycle Safety Fund for 5 years
- 2017** Helped pass the Teen texting bill
- 2017** Helped pass the Civil Forfeiture changes
- 2018** Introduced Anti-profiling legislation
- 2018** Stakeholder for Lane Splitting Bill
- 2018** Stopped the adoption of California emissions standards in Arizona
- 2018** Helped pass "Pam's Law" - Aggravating factor for injuries to pedestrians and motorcyclists by distracted and

DUI offenders

- 2019** Anti-profiling; encouraging prevention Memorial unanimously passed 60-0 in the House
- 2019** Mandatory helmet law with fees attached defeated once again
- 2019** Helped pass the Texting while driving, prohibition and enforcement, statewide hands-free law signed by Governor April 2019
- 2019** Helped pass legislation excluding "slingshot" type 3 wheeled vehicles from class M applicability signed by Governor April 2019

### JOIN ABATE NOW!

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

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#434, Phoenix, AZ 85020.

Website: [www.abateofaz.org](http://www.abateofaz.org)  
To join our discussion group, send email to [Abate-request@abateofaz.org](mailto:Abate-request@abateofaz.org)

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## Coast to Coast (continued)

tions superimposed on the road itself.

Already undergoing tests as a third-generation prototype, the system features on-bike cameras and a central computing unit allied to sensors monitoring speed and lean angle as well as GPS data to locate the bike. This gets cross-referenced with detailed maps that include info about speed limits and road characteristics.

Although it would be possible to display such warnings on a traditional dashboard, there's a risk that this would take the rider's eye off the road, so the system is integrated with an augmented reality helmet with heads-up display in the visor.

The system also monitors the helmet's precise position and orientation in relation to the bike, so the warnings can be superimposed at just the right spot. Aegis Rider is supported by ETH Zurich university where company founder Simon Hecker was awarded his PhD for research on autonomous driving systems.

He said: "I ride a motorcycle myself, so I'm aware of the large gap between the safety systems of modern cars and motorcycles."

Initially, Aegis Rider want to have a version targeting tech-savvy early-adopters in production by next summer, with later developments leading to more affordable, mainstream versions in the future.

"The pace of this industry is so fast that there are many more opportunities down the road, even to the point where computer element could be in the cloud, transmitting directly to the helmet using 5G."

**SMART MOTORWAY U-TURN**  
After investing £6 billion (\$8 billion USD) into the smart motorway project since its inception, British Transport Secretary Grant Schapps is reportedly having second thoughts following a report by a national UK newspaper.

The report, compiled by the Mail, raises questions specifically around All Lane Running (ALR) roads, meaning the removal of the hard shoulder to create an extra lane of travel. After reading it, Sec. Schapps is said to have claimed he is not totally against ceasing further construction of the roads.

It is also reported that a former senior transport official claimed that the roads had not improved journey times and that quite the opposite, they could be hurting the economy.

You'd expect the government's math and economic foresight to be sound, but DfT scientist David Metz has been quoted as saying that 'biased' economic modeling was used and that much of the motorway network will have a negative benefit economically; "If better economic modeling and analysis had been done, we wouldn't have been investing so much money in these roads... So to a degree, this money has been wasted."

He went on to say, "Consultants like to please their clients so there's a bias to provide the kind of outcomes expected."

Furthermore, it seems that the most pressing matter within the report that is causing Schapps to have a rethink is not road user safety, it is in fact the economic impact of building more roads. This flies in the face of a Commons transport committee report calling for an emergency overhaul of ALR roads.

**BIKE MODIFICATIONS THAT EFFECT EMISSIONS 'LIKELY TO BE OUTLAWED' IN U.K**  
The Department for Transport (DfT) in the United Kingdom has clarified its position on the anti-tampering proposals it revealed recently in a meeting with the National Motorcyclists Council (NMC).

The wording of the original document made it seem that any modification from a motorbike's OEM parts would become illegal, spark-

ing uproar in the biking community. And while the DfT has now made it clear that this is not the case for all parts of your bike, exhaust systems remain firmly in the crosshairs.

The proposals are aimed at ensuring the motorcycles can no longer be legally modified to generate more pollution, which would rule out many performance exhaust systems and power commanders. The proposals have also been designed to stamp out the practice of modifying electric bicycles and e-scooters to make them faster and more powerful.

"Although we are pleased to learn that riders will not be banned from modifying their bikes if this does not reduce environmental performance or increase speeds beyond a particular motorcycle's design specification, this leaves several areas where legitimate reasons to modify could still be denied," said Craig Carey-Clinch from the NMC. "There is also a large question mark about how the proposals will affect older motorcycles."

"Engine modifications often improve how a bike runs and the freedom to be able to make these changes must remain. But it does seem clear that in the drive to reduce vehicle emissions and to decarbonize all vehicle types, modifications that lead to increased emissions from petrol motorcycles and cars are likely to be outlawed."

**'DUTCH REACH' IS THE LAW IN THE NEW BRITISH HIGHWAY CODE**  
The new rule in the Highway Code is aimed at protecting cyclists, those on motorcycles and vulnerable road users, when drivers are getting out of cars.

If someone was to say 'don't forget to use the Dutch Reach' what would you immediately think of? AMRoadsmart surveyed 10,000 motorists, and found that 85% of those asked had no idea what a Dutch Reach was, instead perhaps wondering why they were being

offered something so lewd.

Under new rules in the updated Highway Code, the Dutch Reach is primarily a method aimed at protecting cyclists by simply using your furthest hand to open the car door as you exit your car, naturally making your body turn towards the door and increase your chances of spotting an approaching person/motorcycle/cycle.

Despite being termed as an aide to cyclists, this newly introduced law will also benefit motorcyclists and scooterists who are filtering past - and now recognized as vulnerable road users in the newly updated rules.

Implemented under Rule 239 of the 'Waiting and Parking' chapter, the new rule will read: "You should open the door using your hand on the opposite side to the door you are opening, e.g. use your left hand to open a door on your right-hand side."

"This will make you turn your head to look over your shoulder. You are then more likely to avoid causing injury to cyclists or motorcyclists passing you on the road, or to people on the pavement."

The new "Dutch Reach" rule will be taught to new learners. Plus, it makes a lot of sense and could become a natural, helpful habit.

**QUOTABLE QUOTE:** "The people can always be brought to the bidding of the leaders. That is easy. All you have to do is tell them they are being attacked and denounce the pacifists for lack of patriotism and exposing the country to danger. It works the same way in any country."  
~ Hermann Göring (1893-1946), Nazi military leader



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### ABATE of Arizona Chapter Meeting Times and Locations

**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 Nolan Steed, steednk@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**

Meet us at for the VFW's very reasonably priced and tasty dinner. We meet the 2nd Sunday of each month at the VFW Post 541 in Prescott - 202 N Arizona Ave, Prescott 86301. 11:00 to socialize, meeting starts by 11:00.

For more information, please contact Dan Tumeay @ 928-308-9911 or ycabateaz@gmail.com. See us on Facebook at <https://www.facebook.com/groups/yca-bateaz/>.

**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 3rd Monday of the month 6:00 PM at: VFW Golden Valley, Post 2555, 6068 Supai Dr., Golden Valley, AZ 86413

**Superstition Chapter**

We meet the 2nd Sunday of every month at 2:00 PM at the Superstition Harley-Davidson, 2910 W. Apache Trail, Apache Junction 85120, in the conference room on the second floor. 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.

**Coyote Pass Chapter**

The Coyote Chapter of ABATE meets at the American Legion Building, 225 E. Oak St. Kingman, AZ 86401, on the second Monday of each month at 6:00pm.



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## Get Your Kicks on Route 666

<https://www.bikernet.com>

Motorcycling Arizona's Mountains  
Story and photos Koz Mraz [www.kozmoto.com](http://www.kozmoto.com)  
11/16/2021

Arizona has incredible geological diversity that lie between Flagstaff's Humphries Peak, at 12,637 feet to the Grand Canyon, the Red Rocks of Sedona to lush Verde Valley.

Arizona also has the longest continuous stretch of uninterrupted Route 66 two-lane asphalt and is home to Route 666. Renamed SR 191 in 2003 because the Department of Transportation was constantly replacing stolen highway signs.

It's this 120-mile section of the Coronado National Scenic Byway Trail, of Route 666, (SR 191) that's Arizona's wildest ride. With over 650 turns and over 5,000 ft. of elevation change this curvy narrow road is filled with steep drop-offs, no guardrails and some areas, speeds may slow to 10 mph. Appropriately called, The Devils Highway.

After grabbing my trusty steed at Sedona EagleRider, ground zero for many epic rides, the first part of this 2-day journey starts by riding the entire length of State Route 260. It's a thrilling 217 miles of ascending high-speed sweepers that rise over 4000 feet.

TIP: Only Seven miles east of Hwy 17 in Camp Verde are the Mindeleff Cavates, ancient ruins consisting of about 89 separate dwellings and a total of about 343 rooms, hand carved out of a layer of soft sandstone, sandwiched between two harder layers of rock along the east banks of the Verde River south of Camp Verde. At its peak, it would have housed at least 250 people, and possibly significantly more.

Highway 260 has lots of passing lanes keeping the trusty steed in front of the pack. With posted speed limits of 55mph, 80mph felt just right. Ride at your own pace. Flying through Pines, Douglass Firs, the Spruce forests, crisp scented air, expansive mountain views and quaint mountain towns is exhilarating. It's also holds a dramatic change in altitude and temperature.

The first stop is Tonto Natural Bridge State Park natural arch, believed to be the largest natural travertine bridge in the world. Tonto Natural Bridge stands over a 400-foot-long tunnel that measures 150 feet at its widest point and reaches a height of 183 feet. It's a steep climb and about an hour walk but worth a visit.

TIP: It's 7 bucks to get in and is way too crowded on weekends during season.

I lunched in Heber-Overgaard at the Wild Woman Saloon and Grill. They have great menu options and some of the best French fries I have ever eaten. The Wild Women? Never found them.

A Verde Valley motorcycle club called "ROMEO" Riding Old Men Eating Out was feasting there. Turned out their next banquet was the Hannagan Meadow Lodge. We will dine together.

TIP: From the 260, take the 273 to the Sunrise Ski Area all the way to 191. This is a diagonal shortcut that winds gracefully through beautiful tree lined rolling hills and open meadows reminiscent of Vermont or Italy.

Hannagan Meadow Lodge is a truly amazing place. It has been open to the public since 1926, when the scenic Colorado Trail was dedicated. The Lodge stands alone in the middle of the Apache National Forest. located at about 9200 feet in the Arizona White Mountains it's completely isolated. They do have WiFi on the first floor of the main lodge, other-

wise there's no cellphone service, no phones or TVs in the lodge rooms or cabins. Very refreshing.

Offering a hearty buffet breakfast, lunch and dinners lovingly cooked up by Grandma and her granddaughter, I could spend a week here. Surrounded by wildlife, the wolves howled at night and Minnie and Mouse, their two massive Clydesdales greeted me in the morning. Surrounding the lodge is the Blue Range Primitive Area, which offers some of the most incredible scenery in the state. Among the highlights are three beautiful rivers, the Black, the Blue and the San Francisco.

With rooms starting at only 80 bucks so make your reservations early because it's a favorite getaway from Arizona's scorching heat in the summer.

Riding Devils Highway

The Coronado National Scenic Byway Trail snakes between the twin cities of Eagar and Springerville in the north to the twin cities of Clifton and Morenci in the south. This spectacular roller coaster ride follows the trail used in 1540 by Spanish explorer Francisco Vasquez de Coronado as he searched for the fabled "Seven Cities of Cibola." The Queen of Spain sent 1500 solders to plunder this mythical city of gold. They never found it.

Only seven miles south of Hannagan Meadow is Blue Vista rest stop at the edge of the Mogollon (MUGgy-own) Rim. It's a 9,184-foot vista of mountains covered in fir, pine and aspens as far as the eye can see. Take advantage of it because all the views are spectacular, but you won't spend much time admiring them, because of the abrupt hundreds of twists, turns and 1000-foot drop-offs during your ride.

As Route 191 (666) works its way south the last 15 miles tests your nerves with some hair-raising curves and lots of those damn tar snakes. At the bottom you ride directly through one of the largest open-pit mines in the world...a daunting sight. You may decide to dare the Devil once again, turn around and ride RT 666 north.

I opted to tag along with ROMEO, Real-Old Men Eating Out (they knew all the best eateries) and headed into New Mexico to check out the Catwalk.

Do people live in New Mexico? We rode 100 miles on desolate 2-lane highways without seeing another soul! Route 180 was posted at 55mph, but again, 80mph was the preferred rate of motion.

The Catwalk's history began with the discovery of gold and silver in the rugged Mogollon Mountains above Whitewater Canyon. In 1893, the small town of Graham grew around a mill, located on the west hillside near the present day of parking area. In the mid-1930s, the Civilian Conservation Corps rebuilt the Catwalk and it's been rebuilt repeatedly because of flash floods, most recently in 2016. Lured by rumors of a magical pool and waterfall filled with nymphs at trails end, we trekked on. We never found it, just a dude flyfishing.

Ultimately ending up back at Hannagan Meadow Lodge for dinner I proudly wore my Hannagan's HWY 666 T-Shirt and pondered the adventure. I must give props to Francisco Vasquez de Coronado for blazing the first trail. To the DOT for designating it RT 666, elevating this wild ride to mythic proportions. Due to a coin toss between Cospers or Hannagan, we determined the Lodges name and of course, the final lure of water-nymphs and wild women.






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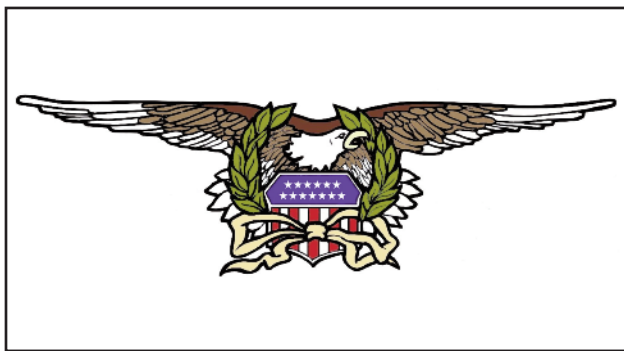
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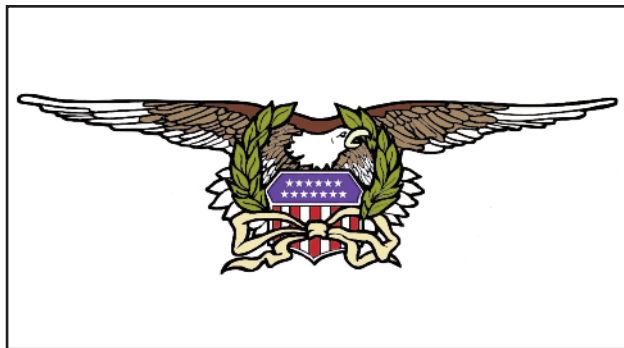
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## Fourth Annual St. Pete BikeFest

<https://blog.bikernet.com/>

OCC Road House and Bert's Barracuda Harley-Davidson to Host Fourth Annual St. Pete BikeFest – November 18-21

WHO: OCC Road House & Museum, massive new restaurant, entertainment venue and museum, and official Orange County Choppers headquarters, and Bert's Barracuda and Bert's Black Widow Harley-Davidson, one of the top-performing Harley-Davidson dealerships in the nation

WHAT: OCC Road House and Bert's Barracuda will host the fourth annual St. Pete BikeFest, a rumbling, rolling four-day celebration of motorcycles and live music. More than 14 national and region-

al acts will perform on two stages throughout the weekend, with nightly headline acts that include Saving Abel & Saliva (Thursday), chart-topping country act Lo Cash (Friday), and rockers Night Ranger (Saturday). Also performing throughout the weekend will be favorites Tobacco Rd Band and Autograph. There will be live music on two alternating stages all day Thursday through Sunday until 6 p.m. The afternoon concerts are complimentary, while the evening headliner concerts are ticketed.

Paul Teutul Sr. of Orange County Choppers fame will rev things up Saturday, Nov. 20, along with a bike show featuring more than 200 cycles presented by Full Throttle magazine. Vendors Row (Thursday-Sunday) will feature the latest bike gear, clothing and

accessories. Food and drink specials will be offered throughout the event.

St. Pete BikeFest has partnered with RumFish Beach Resort, a TradeWinds resort, to offer festival goers a special three-night package for two with rates as low as \$720 per package. Packages include various extras such as discounted accommodations, VIP concert tickets nightly, guaranteed motorcycle parking at OCC Road House during the nightly national acts, and beach bar crawl entries. To book the RumFish Beach Resort package, please [CLICK HERE](#) To Visit TradeWinds BikeFest packages.

WHEN: Nov. 18-21, 2021

WHERE: OCC Road House & Museum 10575 49th Street North

Clearwater, Florida 33762

COST: The St. Pete BikeFest is free and open to the public, but nightly headliner concerts are ticketed. Pricing options include the following

- General Admission: \$10 one-day ticket or \$50 three-day ticket; includes ticket to concert(s)
  - VIP: \$50 one-day ticket or \$125 three-day ticket; includes ticket to concert(s) with roped off VIP area and closer view
  - Super VIP: \$100 one-day ticket or \$250 three-day ticket; includes ticket to concert(s) with exclusive roped off front of stage view area for headlining acts
- INFO: For additional information, go to St. Pete BikeFest website at [www.stpete-beachbikefest.com](http://www.stpete-beachbikefest.com) or call 727-231-1510.



## Events Calendar

### December 2021

12/4 {Sat} 6th annual Troll's Teddy Bear Run to collect stuffed animals for the Family Advocacy Centers, local PDs, and First Responders of the East Valley. Sponsors include Superstition HD & Law Tigers AZ. Sign-in from 8-9:45a at American Bike & Trike, 3272 S 147th Pl, Gilbert. Early donations can

be dropped off at SHD, 2910 W. Apache Trail Apache Junction, 85120. FMI: 360-451-1795, trolls-biker-world@gmail.com

12/4 Aint Nicks Antler Ride, a toy drive for Child Crisis Center. Starts/ends at Aint Nicks Tavern 6840 N 27th Ave, Phoenix. Reg 9am, KSU 11a. \$20/sgl, \$30/cpl. Costumes encouraged. KSU 11am. For most asked for

items, visit this list at Child Crisis Ctr. Each stop will have boxes to drop off donations! FMI: 602-242-2345

12/12 {Sun} Sun Riders MC 40th annual Toy Parade. Sponsors include Law Tigers AZ. Tucson's original toy parade. Sign-in 8-11:30a at Thunder Mtn Moose Lodge, 2442 S. Harrison Rd, 85748. \$20/pilot, \$5/passenger. Everyone brings a toy.

Benefits Boys & Girls Club of Tucson. FMI: 520-312-8120

12/18-19 {Sat-Sun} Basic Riders Course at Superstition HD. 2-day class w/ Team AZ. SHD 2910 W. Apache Trail Apache Junction, 85120. FMI &/or registration: 480-346-0600

## Why motorcycle lane-splitting is Legal in California but Not in 49 other states

<https://blog.bikernet.com/>

Why California lets motorcycles legally split lanes while 49 other states do not from <https://ktla.com> by Tony Kurzweil

If you've ever been startled out of the doldrums of your afternoon commute by a thundering, lane splitting Harley Davidson and cursed whoever is responsible, you're not alone.

But before you blast the California Highway Patrol with emails listing all the reasons why that congestion-cutting biker should be given a ticket and told to stay in his lane, there are some things you should know.

First, not only is lane sharing or lane splitting legal in California but the CHP wrote the safety guidelines as instructed in AB51, which was approved by Gov. Jerry Brown in 2016.

In fact, although lane sharing occurs in other states, California is the only place where the practice has been made legal.

But why?

Well, one reason is that lane sharing has been going on in California ever since motorcycles have been on the freeway, so it was important to set some ground rules, CHP Motorcycle Officer Brian O'Toole

said.

The second, and maybe more interesting reason, is that it makes time spent on the freeway shorter, not only for motorcyclists but for us four-wheel motorists as well.

"As motorcycles are moving through, splitting the lanes ... that's one less vehicle occupying that lane," CHP Motorcycle Officer Brian O'Toole said.

"It's saving the average motorist in a car time ... If we were to all of a sudden not allow lane splitting anymore, that's a motorcycle sitting in the lane ahead of them," O'Toole said.

But just because the motorcyclist has the CHP on their side when it comes to lane sharing, it doesn't mean they can recklessly speed past you.

"It's still a privilege ... We're the only state left, so it's a privilege for us to do this," O'Toole said

The CHP's guidelines say bikers should only split lanes when the flow of traffic is 40 mph or less, and not travel more than 10 mph faster than the vehicles surrounding them.

**continued page 12**



**Choose Wisely**

Once you've decided to ride, there are a lot of choices to be made. What kind of bike? New or used? How much insurance? What kind of protective gear? It can get very expensive. So if you've chosen to wear a helmet, we'd like to make sure you buy a good one.

The Arizona Motorcycle Safety and Awareness Foundation (AMSAF) and Governor's Office of Highway Safety (GOHS) want to help. Our Financial Assistance Helmet program provides individuals with \$125 from AMSAF and 25% off the Manufacturer's suggested retail price (MSRP) when you purchase a DOT-approved, full face or modular helmet at AMSAF approved locations throughout the state.

For more information or to apply go to [AMSAF.org/Helmets](https://AMSAF.org/Helmets)

### The Arizona Motorcycle Safety and Awareness Foundation Financial Assistance Helmet Program

## How it works

- AMSAF Vouchers are valid towards the purchase of a \$200.00 or higher DOT Certified Full Face or Modular Street Helmet.
- Vouchers are only valid to those dealers approved by AMSAF and listed on the AMSAF website.
- Vouchers are not valid for discounted, special order or discontinued helmets.
- Purchased helmet is non-returnable if warning tag is cut off. Helmets may be returnable at the discretion of the dealer.
- Voucher is valid for a \$125.00 credit toward qualified helmet due to grant received from the Governor's Office of Highway Safety.
- Dealer or store will give an additional 25% off of Helmet MSRP.
- \$50.00 tax deductible donation is required to AMSAF at time of application.
- Voucher and promo code is only valid toward one (1) Helmet purchase.
- Dealer will credit individual up front at time of purchase and invoice AMSAF.



For more information or to apply go to [AMSAF.org/Helmets](https://AMSAF.org/Helmets)



# HCC Chili Cookoff



Woody and contest winner

# Buddha

By Cindy Gates in the MMA Patriot  
Hello MMA members,

I am at a loss for words as I write this.  
The MMA and the Motorcycle communi-

ty have lost a person who had dedicated his life to this community.

His Name is Buddha & He was a Limey Rider!





# TOYS FOR TOTS



## KONG FOR KIDS 8TH ANNUAL GOLF TOURNAMENT



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**IN LOVING MEMORY OF GREG "KONG" DILLEY**



## Why motorcycle lane-splitting is Legal in California but Not in 49 other states (continued)

However, nothing is set in stone, O’Toole said. It is always up to an officer’s discretion as to whether the motorcyclist’s actions are deemed unsafe.

“You’re not any more privileged than a car would be to jump into that carpool lane,” O’Toole said.

Also, like motorists, motorcycles are not allowed to cross in and out of the carpool lane unless there is a designated opening.

Motorcycles are supposed to be sharing a lane on one side or the other and cross over only when there’s a broken line

marking an entry and exit point.

As for drivers, they can help out too.

“Move over to the left or right, depending on which lane you’re in, and create a little bit of a gap for motorcyclists to safely pass. It’s a win-win situation for both,”

O’Toole said.

Ultimately, riders and drivers need to work together to save everyone time on the freeway.



## Norton Motorcycles opens new Global Headquarters

<https://blog.bikernet.com/>

TVS-owned Norton Motorcycles opens new Global Headquarters: 8,000 bikes to roll out every year from <https://www.financialexpress.com> by Pradeep Shah

The new headquarters is creating over a hundred new high-skilled jobs and more in the coming years and will be able to build around 8,000 motorcycles a year.

Norton Motorcycles has announced the completion of its new global headquarters that includes state-of-the-art manufacturing capability and the company’s new

global design and R&D hub as well. The new HQ is a display of significant commitment by TVS Motor Company in its partnership with Norton Motorcycles. Within just 18 months of acquiring the iconic British marque, TVS has overseen the creation of its world-class facility in Solihull, West Midlands, UK.

The new Norton leadership, together with TVS Motor Company, has conducted a wide-ranging review of Norton Motorcycles operations, resulting in new appointments and processes and these have been specifically in engineering, design, and manufacturing areas in order to ensure the highest quality standards,

the company stated.

Moreover, the new headquarters is creating over a hundred new high-skilled jobs and more in the coming years and will be able to build around 8,000 motorcycles a year.

As part of the new manufacturing process, every single component of every new Norton bike will be evaluated in a new quality-testing laboratory to ensure the highest build quality. Moreover, the company says that within the laboratory are inspection rooms, testing areas including destruction testing, and a rolling road while a customer reception and show-

room, service workshop, and office are also housed at the new HQ.

The Norton manufacturing facility has also been engineered to be highly sustainable and to minimize waste. The brand says that the build used numerous sustainable and rapid build techniques on the project, the components of which are almost 50% reconfigurable as a proportion of total construction cost – in order to increase special flexibility. The new facility is supported by the West Midlands Growth partnership, the UK Government, and is a great example of Anglo-Indian cooperation.



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# Bike Night for the Fall Season

<http://www.cyclerides.com/>

Greetings Riders,

First of all, I would like to pay my respects to the 12 Marines and 1 Sailor that lost their lives in Afghanistan last week. They answered the call and gave the ultimate sacrifice for all of us in the line of duty. We pray for peace over their families as they cope with this horrible tragedy. Thank you all for your service.

Well, the Summer is almost over and the natural disasters just keep on coming bigger than ever. Hurricane Ida paralyzed New Orleans and then continued her havoc all the way to New York causing historic flooding and tornadoes along the way on the East coast. Then come to the West and fires are threatening South Lake Tahoe forcing evacuations after burning over 210,000 acres and only 25% contained. I have talked to several riders who have experienced horrible smoky conditions while riding in the West, particularly Oregon, Idaho, California and into Nevada. I remember riding through Oregon a few years ago near a fire and it was very uncomfortable riding. Hopefully these will be under control soon.

If you have been following me over the years, you know that I love to take pictures of people, places and things. I have taken 10's of thousands particularly over the last 20 years. I am a big believer in

capturing the moment and looking forward to the day that it pops up on a memory from Facebook or Amazon Photos. It can put a smile on your face or a tear in your eye, depending on what you are seeing that day. Regardless, in this digital age, these are memories that you can revisit at a moments notice whenever you want. But without the photo, you are left to your own memory that seems to fade away in time.

I came across this great song by Country singer Michael Ray that is called "Picture", and it really hit home for me as I receive these memories from my photos every day. The song is linked below, but here is the chorus:

One day we're barefoot, young, and alive  
The next we're a story in a three by five  
That somebody is sure glad to have  
'Cause time makes it hard to remember  
So take every snapshot while you can  
And tell them that you love 'em while you got the chance  
Make sure that you take it in  
'Cause one day all you gonna have with them  
Is a picture.

As Michael Ray says at the start of this video, "Looking back, it's not about who or what we have lost, but what we all gained by being together, because that's when life truly comes into focus. It's these moments that matter, enrich our lives. The stories we take with us, the

memories we hold onto forever. Make sure to take it in, cause one day, all you'll have of it is a picture." Watch this great music video of the Michael Ray song "Picture".

**My Condolences**  
With that in mind, I would like to give my condolences to Andreeanne and the family of a good friend of mine, and to a lot of us around the Valley. Chazz DePape, also known as Chazzman, past away this week at 97 years old. Chazz was a WWII fighter pilot, Olympic trapshooter, Packard Porsche Mercedes Volkswagen car dealer and just loved life! Starting at the age of 16 his complete & absolute love of Harley-Davidson motorcycles began. He always said it kept the little boy alive in him. One of my highlights was taking him flying. Knowing his background in aviation, it was one of my most nervous flights ever. He was one of the toughest and most adventurous guys I have known. Next to my Dad, Chazz has always been one of the men I have admired most. I will miss his conversation, his words of wisdom and his forever smile when I would see him. We have his memories, but with These Pictures we have a visual forever. Godspeed Chazz!

Bike Night Begins Thursday, September 9th!  
Cyclerides.com Bike Night at Westgate Entertainment District. This season we will be doing 6 nights. The opening

night will be Thursday, September 9th followed by 5 successive Thursday nights ending on October 14th. September 9, 16, 23, 30. October 7 and 14. Due to construction around events plaza we will have to move the starting time to 6PM to open the gates and ride into and park on Coyote Blvd. But if you are there early, you can park in the overflow and get something to eat and drink ahead of the gates opening.

As usual we will have Live Music, Vendors and Restaurant Specials for those with an M on their license. Opening night we will have Live Music by "Backstage Crew" from 6-9 PM. You can count on them to rock the plaza and bring us back with some great Classic Rock and some current music. Our presenting Sponsors Arrowhead HD, Indian Motorcycle Peoria and Ridenow Powersports will be there along with Associate sponsor Law Tigers. Phoenix Motor Leathers, Badazzlights and Performance, Biker Jewelry and Royal Helmets will also be there among others.

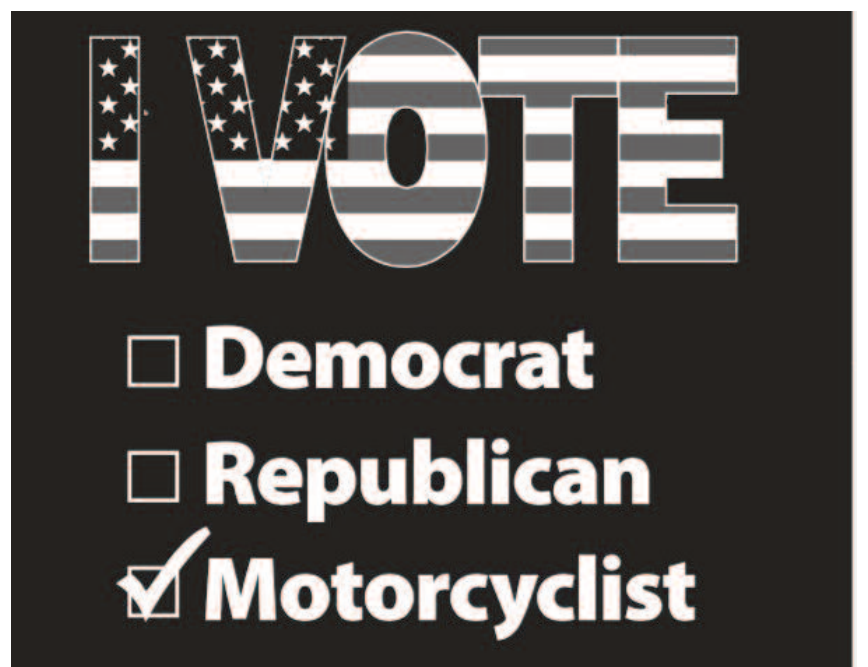
Gates will open 6pm. Enter from the West side. Overflow parking will be on the East side just off Coyote Blvd. Westgate Entertainment District is located at 6751 N Sunset Blvd, Glendale, AZ 85305. Loop 101 & Glendale Ave. More Information for food and drink specials.



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.



**The Masterlink digitally? It is posted monthly on the ABATE website - [www.abateofaz.org](http://www.abateofaz.org)**





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# President Biden Signs Federal Speed Camera Subsidy Bill

President Joe Biden on Monday signed into law a sprawling transportation authorization bill that includes, for the first time ever, explicit federal funding support for speed cameras. The one-paragraph provision tucked into a 1039 page bill represents a major win for photo enforcement industry, which will be the beneficiary of a share of the \$2.7 billion in federal taxpayer dollars designated for highway safety programs.

Photo radar operations are generally funded in a "turn key" arrangement that does not require any investment on the part of cities or states that allow private companies to operate the devices on their behalf. The new law offers direct subsidies for companies that offer this service, nullifying a ban on ticket camera funding that had been in place since 2015.

"A state may expend funds apportioned to the state under this section to carry out a program to purchase, operate, or maintain an automated traffic enforcement system in a work zone or school zone," the Infrastructure and Investment Jobs Act states.

The measure also directs the US Department of Transportation to create a study that promotes the use of school bus cameras, requiring it to review "existing state laws that may inhibit the effectiveness of safety countermeasures in school bus loading zones, such as laws that require the face of a driver to be visible in an image captured by a camera if enforcement action is to be taken based on that image; laws that may reduce stop-arm camera effectiveness; [and] the need for a law enforcement officer to witness an event for enforcement action to be taken."

The Transportation Department's own data show fatalities involving school children are most often caused not by motorists illegally passing buses, but by the actions of school bus drivers themselves. From 1983 to 2017, school bus drivers were responsible for 76 percent of fatal accidents involving a school bus. Nonetheless, school bus cameras have spread to 23 states.

The proliferation of bus cameras stalled briefly in 2018 as the stop-arm camera company Force Multiplier Solutions was caught

brining a prominent politician in Dallas, Texas, to make speeches and enact city ordinances on behalf of the bus camera industry. The ensuing scandal sent six school photo enforcement and school board officials to prison. The ill-fated bus camera program also bankrupted Dallas County Schools, but government investigators in Maryland have raised significant concerns about bus camera deals that are still in place.

Researchers in Minnesota have likewise questioned photo enforcement in freeway work zones finding in a study that it did not appreciably change driver behavior compared to alternatives (view study). Washington state installed highway work zone speed cameras "to protect workers" despite not having any worker fatalities caused by motorists in work zones.

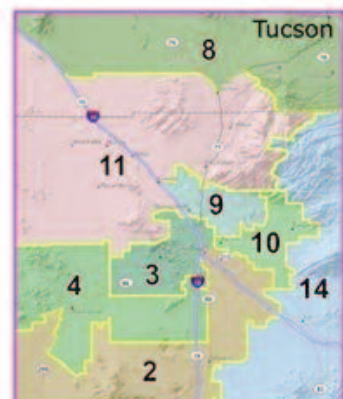
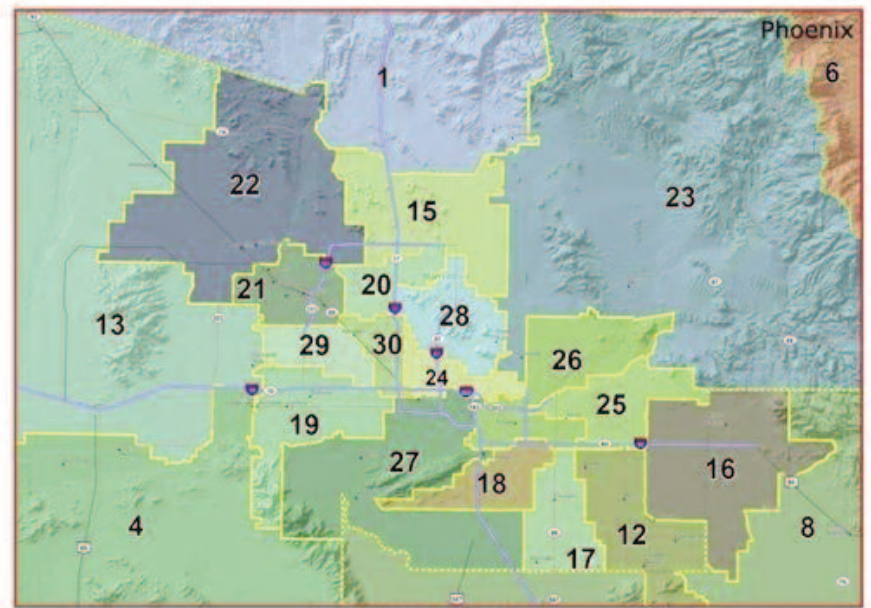
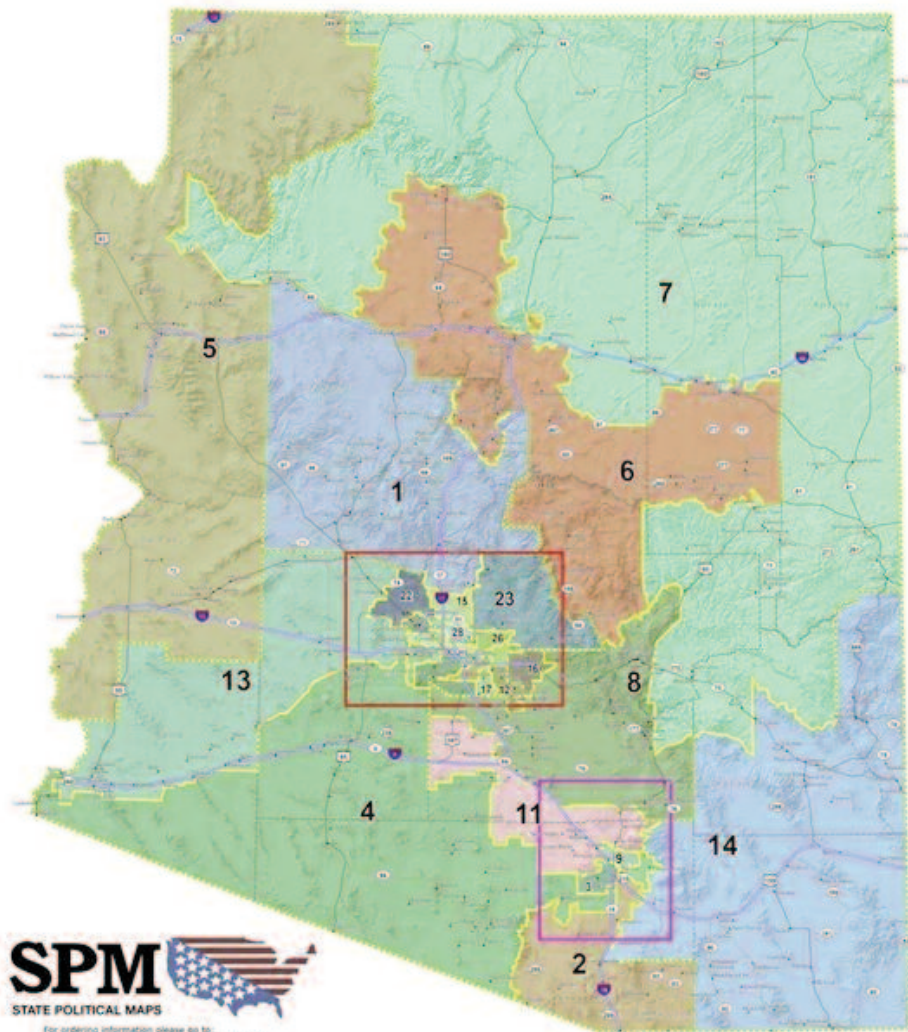
"An overwhelming majority -- close to 99 percent -- of people injured or killed in work zone collisions are drivers and passengers," the Washington State Department of Transportation admitted.

National statistics likewise show highway workers are most frequently killed while operating their own equipment.

The photo enforcement firms American Traffic Solutions and Redflex Traffic Systems (both are now Verra Mobility) brought their message to Capitol Hill with a lobbying investment of \$2,869,750 over the years. The automobile insurance industry, however, has been the biggest backer of the new law. These companies profit directly from photo tickets issued in states like Arizona and California where automated tickets carry points that raise insurance rates. Liberty Mutual has spent \$81,023,120 lobbying Congress, Allstate contributed \$78,756,860, State Farm paid out \$67,409,239 and USAA invested \$810,000 in total.

Source: PDF File HR 3684 as signed (US Congress, 11/15/2021)

## Arizona State House & Senate Districts 2021-2022



State Senate			
District	Name	District	Name
1	Karen Fagan (D)	11	Wanda Lathan (R)
2	Russell Carls (D)	12	Sharon Peterson (D)
3	Betsy Ann Gonzalez (D)	13	Steve Roper (D)
4	Leah Olsender (D)	14	Davidson (D)
5	Henry Bonilla (D)	15	Nancy K. Barth (D)
6	Heidi Rogers (D)	16	Katy Tronzo (D)
7	Jennifer Pineda (D)	17	J.D. Meador (D)
8	T.J. Shope (D)	18	Scott Brice (D)
9	Victoria Steele (D)	19	Laura Chavez Cortez (D)
10	Kristen Engel (D)	20	Paul Ryan (D)
21	Wick Cheney (D)	22	Mike Gray (D)
23	David Longoria (D)	24	Michelle O'Brien (D)
25	Yuki Alonzo (D)	26	Kyle Clark (D)
27	John Mendenhall (D)	28	John Mendenhall (D)
29	John Mendenhall (D)	30	John Mendenhall (D)

State House			
District	Name	District	Name
1	Andy Biggs (D)	11	Steve Roper (D)
2	Davidson (D)	12	Sharon Peterson (D)
3	Davidson (D)	13	Steve Roper (D)
4	Davidson (D)	14	Davidson (D)
5	Davidson (D)	15	Nancy K. Barth (D)
6	Davidson (D)	16	Katy Tronzo (D)
7	Davidson (D)	17	J.D. Meador (D)
8	Davidson (D)	18	Scott Brice (D)
9	Davidson (D)	19	Laura Chavez Cortez (D)
10	Davidson (D)	20	Paul Ryan (D)
11	Davidson (D)	21	Wick Cheney (D)
12	Davidson (D)	22	Mike Gray (D)
13	Davidson (D)	23	David Longoria (D)
14	Davidson (D)	24	Michelle O'Brien (D)
15	Davidson (D)	25	Yuki Alonzo (D)
16	Davidson (D)	26	Kyle Clark (D)
17	Davidson (D)	27	John Mendenhall (D)
18	Davidson (D)	28	John Mendenhall (D)
19	Davidson (D)	29	John Mendenhall (D)
20	Davidson (D)	30	John Mendenhall (D)

## MRF Membership Form

ABATE of Arizona

Mail to: Motorcycle Riders Foundation – PO Box 250 – Highland II 62249 – Phone: 202.546.0983 – www.mrf.org – mrffice@mrf.org

- Annual Individual Membership \$35
- Annual Joint Membership \$60
- Annual Sustaining Membership \$100
- Annual Industry Council Membership \$100
- 3-Year Individual Membership \$95
- 3-Year Joint Membership \$140
- Sustaining Membership Club \$100
- Freedom Fighter Donation \$10 \$25 \$\_\_\_\_\_



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Phone \_\_\_\_\_

Email \_\_\_\_\_

Billing Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Name on CC \_\_\_\_\_

Card Number:

Expiration Date \_\_\_\_\_ CVV \_\_\_\_\_

Date \_\_\_\_\_

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Please Check if you are a US Citizen

Check here to NOT receive Patches and Pins

Check here to NOT receive MRF Email Alerts

Check here to receive MRF Reports electronically (email)



## 2021 Ride for Kids Recap

<https://www.cyclenews.com>

Press Release | November 10, 2021

The 2021 Ride for Kids results are in—with the motorcycling industry and riders coming together to raise \$1.3 million and counting in support of children battling brain tumors.

This is a press release from Pediatric Brain Tumor Foundation...

Atlanta, GA (November 9, 2021) — In 2021, Ride for Kids participants, power-sports industry leaders American Honda and the Comoto Family of Brands, along with partners from across the motorcycling community, went the extra mile to support children battling brain tumors. Raising a cumulative \$1.3 million and counting, 24 riding communities around the nation celebrated the inaugural National Ride for Kids Day by hitting the road to benefit the Pediatric Brain Tumor Foundation (PBTF, [www.curethekids.org](http://www.curethekids.org)).

Pediatric brain tumors are the deadliest

childhood cancer and the most common cancer in children under 15 years of age. While recent scientific discoveries fueled by Ride for Kids supporters have unlocked new treatment options, the number of brain tumor diagnoses in children is rising each year. Far too many children still face a 0% survival rate and those who do survive face the threat of their tumor returning and a lifetime of side effects.

Volunteers, riders, fundraisers and corporate sponsors were excited to gather in support of PBTF's Ride for Kids program. The 2021 edition brought many exciting additions and milestones:

Twenty-four communities across the nation came together virtually and in-person on September 12, 2021 – the inaugural National Ride for Kids Day, to ride together in support of PBTF.

To celebrate 30 years of partnership in the fight against pediatric brain tumors, American Honda generously donated three Repsol-edition CBR1000RR sport bikes from their private collection to be auctioned through Iconic Motorbikes in

support of the PBTF, in addition to the five new Honda motorcycles donated to help increase participation and fundraising.

Ride for Kids welcomed the Comoto Family of Brands as a new industry partner. Comoto's RIDE. DONATE. SHOP. promotion, through their RevZilla, Cycle Gear, J&P Cycles, and REVER brands, generated critical funds in support of PBTF's mission, recruited new riders and motorcycle industry partners, and included the company's largest "shop to support" campaign on National Ride for Kids Day.

Ride for Kids created a hybrid in-person and virtual fundraising model and raised \$1.3 million and counting.

"For 30 years, American Honda has played an integral role in the fight to end pediatric brain tumors," said Bob McNamara, PBTF's National Director of Fundraising and Community Engagement. "With Honda's continued support and the addition of new industry partners like the Comoto Family of Brands, PBTF's Ride for Kids program

continues to engage motorcyclists across the nation who are helping to change the outcome for kids with brain tumors by doing what they love most—riding. These collaborative and creative partnerships are getting us closer to a cure."

Motorcyclists have been supporting PBTF's mission since 1984, when the foundation's founders and AMA Motorcycle Hall of Fame inductees Mike and Dianne Traynor hosted the first Ride for Kids in support of a colleague's child. The PBTF looks forward to honoring the Ride for Kids tradition and the Traynors' legacy for years to come. Through continued industry collaboration and the outstanding work of Ride for Kids volunteers and fundraisers, the event will continue to fuel research until no parent has to hear the devastating words "Your child has brain cancer."

Information about the 2022 National Ride for Kids Day and local ride events will be available in January. To stay up to date on all Ride for Kids and PBTF-related news, visit [www.curethekids.org](http://www.curethekids.org) and follow Ride for Kids and PBTF on social media.

## Totally amazing Veteran, cancer survivor reunited with stolen motorcycle

<https://blog.bikernet.com/> "Totally amazing": Vietnam veteran, cancer survivor reunited with stolen motorcycle after 3 years from <https://www.cincinnati.com> by Quinlan Bentley

On Friday nights, the Lawrenceburg Motorcycle Speedway comes alive. The smell of exhaust fills the air and bleachers vibrate from the deafening roar of motors revving, as motorcyclists of all ages line up to compete in a high-adrenaline, high-risk race around a smooth dirt track.

These are the nights that James Procopio lives for. The 74-year-old Vietnam War veteran started racing motorcycles in his 20s, but had to give it up after family and life got in the way.

Procopio says he was diagnosed with colon cancer in 2011 and needed surgery to remove his intestines. He returned to the race track about four years ago after receiving his final chemotherapy treatment.

"I came down here one night, said, 'Man, I sure miss that,' and from that night on I put a bike together and started racing," Procopio told The Enquirer, sitting in the back of a pickup truck on a cold, dark November night, the orange glow of a portable heater at his feet, while waiting for his turn to race.

Procopio worked for two years fixing up a red, white and blue 1980 Honda XR 500 to get it in racing form. But he was only able to race the bike once before it was stolen, along with his pickup truck, from his apartment in Mount Healthy.

The truck was recovered not long after it was stolen but the bike was gone.

"Every spare dime went into that bike," he said.

Working out of his garage on old and vintage motorbikes, Procopio is somewhat of a local legend. He got his first job when he was 13 working on bicycles and motorbikes at Bishop's Bicycle Shop in Silverton, where he stayed until he was drafted into the Army at age 19.

It was through his part-time mechanic work that Procopio met Ben Groh, who's since become a good friend and racing partner. In the past three years since Procopio's bike was stolen, Groh said he had been working to track down the missing bike on Facebook Marketplace and Craigslist.

"It's popped up here and there for the past three years," Groh said. "I've seen it come and go and I've been close to getting it and it slipped through the cracks."

Groh's brother spotted the bike at a local body shop, and he along with Rick Brun, another close friend of Procopio's and fellow racer, were able to set up an undercover buy with Cincinnati police and retrieve the bike. It was returned to Procopio early last month.

Procopio describes the moment of seeing his motorcycle again as "totally amazing." That same night he went down to the speedway and raced it.

Those who compete in flat track racing,

in which racers drive on a dirt track with only rear brakes and must slide into each turn, describe it as more of a way of life than a sport.

"A lot of people don't really understand it fully until you try it," Groh told The Enquirer.

"It's kind of like surfing: One good wave will call you back the rest of your life," Brun said.

For Procopio, after surviving two heart attacks, two strokes and cancer, it's become a source of relief.

"I'm in pain probably 24/7," he said. "When I'm out there, I don't feel a thing. Just everything goes away."

The last race of the season in Lawrenceburg was held Nov. 5.

But Procopio says he's going to keep racing "as long as I can."

## Lou Kimzey: the Original Editor/Publisher of Easyriders Magazine

By J.J. Solari with photos by Kim Peterson and Pete Chiodo

Bandit worked with the guy every day. In fact, he was hired by the guy. Basically sight unseen, just from an inquiry Bandit made on the phone about a motorcycle he built that the new rag might want to take pictures of. Kimzey said "You want a job here?"

As Bandit very interestingly put it – his apparently "mystical" abilities to successfully defy the publishing industry AND to be immune to published criticism by them.

But they all knew he was there.

In fact, I am prepared to say that Lou

Kimzey is in a club with only two people in it: "The Club of Editors Who Advanced America." The other is John W. Campbell.

I asked Bandit, the guy running this operation you're now reading, if he thought you, the guy reading this operation you're now reading, might be interested in what Lou Kimzey accomplished. He was the original editor of Easyriders magazine, and while I am not sure, maybe he was the guy with the original idea for what Easyriders staff were proud to refer to as "the rag."

Bandit replied, and I quote, "Sure. You might make him a mystic. Only a few knew, yet he controlled the free world for several decades and didn't care.... Go for

it." This response actually jolted me backwards for an instant. For one thing all the words were spelled correctly. And for another, he had just written my whole article in one sentence. With more insight. But then he worked with the guy every day. In fact, he was hired by the guy. Basically sight unseen, just from an inquiry Bandit made on the phone about a motorcycle he built that the new rag might want to take pictures of. Kimzey said "You want a job here?"

This is kinda like Jesus gathering his army of 12, bam bam bam, without preliminary interviews and resumes.

This same thing happened with me. I broke Absolute Rule Number One when

sending material to a magazine for consideration for publication. Which rule is, "Study the magazine first. Learn their audience. Editors cater to their audience. Their audience is more important to them than you are."

My writing journey....isn't that the word in use now? Journey? Everyone being on a fucking journey while sitting on their ass or fucking a goat? They're on their ass- sitting journey? Or their goat-fucking journey?

"So, Conswallatta, tell me about your journey from failed male prostitute to Drag Queen Extrava GAN za!!"

**continued page 17**



# Lou Kimzey: the Original Editor/Publisher of Easyriders Magazine (continued)

Everyone's on a fucking journey. Even though no scenery is actually going by. Life isn't a journey. Life's a fucking death sentence. It's a journey to Hell.

Fucking "journey."

So, I broke Rule Number One sending Kimzey a fiction tale. I had never even heard of Easyriders, forget about "studying" it. I never went to writing school. I never worked at a publication. My writing teachers were Writers Digest and the Writer, two magazines I don't even know if they still exist or not. In fact, I decided to BECOME a writer from an ad in Writer's Digest showing some daydreaming fool sitting on a large boulder in the middle of nowhere and pensively squeezing his chin with his thumb and index finger, wearing clown pants even David Lee Roth wouldn't have anything to do with, and staring out into the distance like he was trying to understand why he had no life skills. The ad asked in large letters, "Is this you?"

I looked at it for a long time and said "Yeah, that's me."

So, I learned about magazine writing from a magazine about magazine writing. Seemed logical to ME.

I know what you're saying: "Isn't this about Lou Kimzey?" Yeah. But he was an editor. And I am a contributor. That's writer jargon for someone who sends stuff to an editor. For a writer to have ANYTHING good to say about an edi-

tor.....it's like a bureaucrat saying anything good about free enterprise. Mt. Shasta explodes more frequently than that.

Contributors have a legendary dislike of and opprobrium towards - opprobrium means, as far as contributors are concerned, relentless, usually unvocalized, disgust - they hate editors. And I have nothing but (to this day) astonished amazement of Kimzey as an editor. And he was MY editor. Who I was writing for. So, I have a unique perspective regarding his editorship. Which-editorship is what I am writing about.

I have NO idea what kind of a PERSON he was. This is about his - as Bandit very interestingly put it - his apparently "mystical" abilities to successfully defy the publishing industry AND to be immune to published criticism by them. But they all knew he was there. In fact, I am prepared to say that Lou Kimzey is in a club with only two people in it: "The Club of Editors Who Advanced America." The other is John W. Campbell.

I know what you're saying: "You're just saying nice things about his editorship just because he published your stuff."

Let me tell you something: no editor on earth would have published my stuff. It was that unprecedented for a national newsstand magazine. WHILE he was publishing it, I couldn't believe he was publishing it. Little did I know that

Easyriders was unprecedented.

The first thing of mine they ever published was something I sent in just to piss them off! I had sent in some stories - at the insistence of a buddy who said I needed to send them some shit 'cause he was a former Galloping Goose and he read the rag.

I said, "No way this is a so-called biker rag that would even be close to representing what bikers actually are: "which is America's Bad Examples." So, I sent them what I ASSUMED they would like. Shit all came back.

I said to Dennis, "Fuck you, fuck Easyriders, I'll send them something that's actually 'biker' the way EYE see bikers just to AGGRAVATE their fairy asses." I wrote a tale overnight and read it aloud to Dennis on the phone the next day.

When he stopped laughing he said "Send it. They'll fuckin' love it." I said "You're even stupider than I thought." He said "Fuck you: send it." I sent it and four months later I get an envelope with two issues of May '75 #29, a check, and a hand-written note that said "We cannot fucking believe this. You need to come in here." I called Ousley and said what just happened. He said "I told you, asshole. Pay attention when I talk." I said, "ok."

I was living in utter squalor at the time

near MacArthur Park, of the song fame. I was at the bottom rung of my existence and I wrote something completely and totally WRONG for publication in a "normal" universe....but without being technically criminal or illegal, just Very Black Humor, which is a variety of comedy and has nothing to do with race and makes an effort to make death, mishap, calamities, injury, everything bad.... You have to make the reader actually laugh at all that bleakness, preferably aloud but inside their head is good enough, and which I had a natural flair for and actually WORKED at, but I knew there was no actual audience for it in the global professional publishing world. It was SO wrong, and so relentlessly so. I wrote it just to piss off whatever the fuck "Easyriders" even was. Just because fuck them that's why.

URNS OUT.....Easyriders was every bit as fucked up as I was. Here's the Unbelievable-Editor part: not only did he say to his underlings "Yeah, ok, this is fine," not a word was altered. I said to myself, reading the story in the issue on the floor of my rats nest...."These people are crazy. You can't put out a magazine, expect to be successful.and publish this story to the English-speaking world." TURNS OUT..... the English speaking world in ENGLAND, where English kinda has its headquarters, and thanks to my first submission which I wrote just to

**continued page 19**

## House Roster

Judy Burges 1	R	Email: JBURGES	Room
Quang Nguyen 1	R	Email: QNGUYEN	Room
Andrea Dalessandro 2	D	Email: ADALESSANDRO	Room
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Andres Cano 3	D	Email: ACANO	Room 332 (602) 926-3027
Alma Hernandez 3	D	Email: AHERNANDEZ	Room 122 (602) 926-3136
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Leo Biasiucci -- Majority Whip 5	R	Email: LBIASIUCCI	Room (602) 926-3018
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Walter Blackman 6	R	Email: WBLACKMAN	Room 345 (602) 926-3043
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Travis W. Grantham -- Speaker Pro Tempore 12	R	Email: TGRANTHAM	Room 302 (602) 926-4868
Jake Hoffman 12	R	Email: JAKE.HOFFMAN	Room
Timothy M. Dunn 13	R	Email: TDUNN	Room 114 (602) 926-4139
Joanne Osborne 13	R	Email: JOSBORNE	Room 112 (602) 926-3181
Gail Griffin 14	R	Email: GGRIFFIN	Room 225 (602) 926-5895
Becky A. Nutt 14	R	Email: BNUTT	Room 207 (602) 926-4852
Steve Kaiser 15	R	Email: SKAISER	Room
Justin Wilmeth 15	R	Email: JWILMETH	Room
John Fillmore 16	R	Email: JFILLMORE	Room 303 (602) 926-3187
Jacqueline Parker 16	R	Email: JPARKER	Room
Jennifer Pawlik 17	D	Email: JPAWLK	Room 118 (602) 926-3193
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Jennifer Jermaine 18	D	Email: JJERMAINE	Room 124 (602) 926-3199
Diego Espinoza 19	D	Email: DESPINOZA	Room 338 (602) 926-3134
Lorenzo Sierra 19	D	Email: LSIERRA	Room 121 (602) 926-3211
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John Kavanagh 23	R	Email: JKAVANAGH	Room 226 (602) 926-5170
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Kelli Butler 28	D	Email: KBUTLER	Room 119 (602) 926-5156
Aaron Lieberman 28	D	Email: ALIEBERMAN	Room 120 (602) 926-3300
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César Chávez 29	D	Email: CCHAVEZ	Room 333 (602) 926-4862
Robert Meza 30	D	Email: RMEZA	Room 339 (602) 926-3425
Raquel Terán 30	D	Email: RTERAN	Room 117 (602) 926-3308

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Lela Alston 24	D	Email: LALSTON	Room 311 (602) 926-5829
Tyler Pace 25	R	Email: TPACE	Room 303 (602) 926-5760
Juan Mendez 26	D	Email: JMENDEZ	Room 313 (602) 926-4124
Rebecca Rios -- Minority Leader 27	D	Email: RRIOS	Room 213 (602) 926-3073
Christine Marsh 28	D	Email: CMARSH	Room 311 (602) 926-3184
Martin Quezada -- Minority Whip 29	D	Email: MQEZAZADA	Room 312 (602) 926-5911





**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**



Motorcycle Riders Foundation Awareness & Education, Inc.  
 PO Box 581. Big Lake, MN 55309  
 202-725-5471 [www.mrfae.org](http://www.mrfae.org)

Do you have time and skill set to do management of a 501 c 3 company?  
 Taking applications for dedicated person to be the Chairman of the Board with  
 Motorcycle Riders Foundation Awareness & Education, Inc. (MRFA&E)

MRFA&E holds an annual board meeting in person during the Motorcycle Rider's  
 Foundation's annual Meeting of the Minds Conference. This meeting is required.  
 Currently this is a non-paid position.

For more information about MRFA&E go to the website at [mrfae.org](http://mrfae.org)

Please send resume to: [deb@mrfae.org](mailto:deb@mrfae.org) & [secretary@mrfae.org](mailto:secretary@mrfae.org)

Ride Aware,

Deborah Butitta  
 Chairman of the Board  
 Motorcycle Riders Foundation Awareness and Education, Inc.  
 928-308-1117

**Young Activist Nomination Request**



**MOTORCYCLE RIDERS FOUNDATION  
 AWARENESS & EDUCATION  
 Young Activist Scholarship Fund Nomination Form**

**Candidate Criteria:**

- 1) Nominated candidate must be between the ages of 18 and 30 with a valid Motorcycle Endorsement on their Driver's License. 31st Birthday must fall after **Meeting Of The Minds** for that year.
- 2) Candidate must be a member in good standing of a State Motorcyclists' Rights Organization (SMRO). Length of membership required in SMRO to be determined by its members if candidate is qualified.
- 3) Candidate must be nominated by their SMRO. Nominations will be accepted from either state or local (District/Chapter/Local) SMRO groups and must be submitted on an MRF approved application form.
- 4) Nomination must be submitted between October 1st and July 15th and postmarked no later than July 1st of the year for which the application is submitted.
- 5) The Candidate must also submit a minimum three hundred (300)-word essay on why biker's rights are important to them. A well written essay from the heart is like a picture or blueprint of who the candidate is; coming directly from the candidate, this gives the MRFA&E Board of Directors a better perspective of the individual. Winning candidates will be announced via an MRF E-mail News Release on or about August 15<sup>th</sup>. All candidates will be notified with a letter of thanks and encouragement to re-submit their candidacy for the next year if they are not the selected winner.

Previous winners: 2004 Crystal Maney CBA/ABATE of NC, 2005 Robert Cuthbertson ABATE of CA and Jennifer Lynn Basden ABATE of SC, 2006 Shawn Dickie ABATE of AK, Aaron Meyer ABATE of IN, Justin "Kid" Crawford ICMS and David Duffy ABATE of IA, 2007 John 'JT' Boone CBA/ABATE of NC, Sunrise "Sonny" L Pitsch ABATE of WI and SCVR and Molly Su 'Monsoon' Van Daele ABATE of IA, 2008 Jeramie Barrett ABATE of IA, Mike Salathe ABATE of SD and Matt Huls ABATE of SD, 2009 Johnathan Propson ABATE of WI and Ben Vincent ABATE of AR, 2010 Katie Gross ABATE of MN, Jeremiah 'Sheepdog' Parent ABATE of N ID and Lori Butler ABATE of SD, 2011 Charity Stuart ABATE of AZ, 2012 Kevin Finnegan ABATE of CO and Rachel Zell ABATE of CO, 2013 Tim McCall ABATE of WA, 2015 Alyssa Eagan ABATE of CO, Luke Johnsen ABATE of CO Holly Hurst VA, 2017 Haley Wilson CBA/ABATE of NC, 2018 Jordyn Hanson ABATE of SD and Andrew Nugent ABATE of SD 2019 George Guffee Texas and Jessica Brennan ABATE of WI.



**MOTORCYCLE RIDERS FOUNDATION  
 AWARENESS & EDUCATION  
 Young Activist Scholarship Fund Nomination Form**

**PLEASE PRINT**

DATE: \_\_\_\_\_

CANDIDATE NAME: \_\_\_\_\_

CANDIDATE STREET ADDRESS: \_\_\_\_\_  
 \_\_\_\_\_

CANDIDATE CITY, STATE, ZIP: \_\_\_\_\_

EMAIL ADDRESS: \_\_\_\_\_

CANDIDATE PHONE NUMBER: \_\_\_\_\_

MEMBER OF (SMRO): \_\_\_\_\_

**PLEASE PROVIDE THE FOLLOWING INFORMATION ON A SEPARATE  
 PIECE OF PAPER:**

- 1) Please explain why you feel this person should be selected.
- 2) Other considerations: Explain any extenuating circumstances that you feel are appropriate! Job, Family, School, Finances, etc.
- 3)

SUBMITTED BY: \_\_\_\_\_

POSITION (State/Local SMRO Presiding Officer): \_\_\_\_\_

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

Mail Nomination Form to: Paulette Korte, PO BOX 250, HIGHLAND, IL 62249  
 Phone: 618-980-5622, E-Mail: [secretary@mrfae.org](mailto:secretary@mrfae.org)



## ABATE of Arizona Life Members

Jeanette Baker	Brad Cosby	Rick Hogsten	Jewells Olson	Jim Silk
Al Banks	Dawn Cowan	Carol Holland	Lane Owen	Joe Silk
John Banks	James Crull	Jerry Holzwordt	Marshall Ozbirn	Judy Silva
Tom Bateman	Jerry Davis	William Hurst	Fred Pascarelli	Christopher Smith
Jack Batty	Jd Depaolantonio	Brent Johnson	Jayne Pascarelli	Dana Smith
Lynn Baxter	Dawn Detelj	Dale Johnson	Michele Peltier	Curtis Smithson
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Lee Bidon	Rich Ertzner	Koby Krick	Forrest Phillips	Perry Taylor
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## Lou Kimzey: the Original Editor/Publisher of Easyriders Magazine (continued)

offend everyone who SPEAKS English....apparently offended the QUEEN.

Because Easyriders was banned from its shores for 3 months. Because of Lou Kimzey's decision-making. I'm guessing he PROBABLY had to publish it over the florid-faced outraged objections of his own boss, the publisher. He apparently - maybe - put his job on the line. TURNS OUT.... my little yarn wasn't the only objectionable thing in there. Keep in mind I never even heard of this magazine. So I'm actually going through my first-ever issue and every page I'm going "....well this ain't right.....this ain't right.....this ain't right..... you can't print this....."

The fucking thing was geared exclusively to such ilk as the Hells Angels....Satans Slaves.....Devils Disciples.....Galloping Gooses....Pissed Off Bastards of Bloomington.....Gypsy Jokers.....Boozefighters..... and of course Bandit.

You don't create magazines for these people! That's wrong!! It gets worse: women were nonchalantly assumed, via the contents, to be created for men first, and for themselves second; having been in prison or currently in prison was just somewhere you eventually go in America, not anything actually unusual or to be ashamed of.

NOT having a firearm was a warning sign that something was fundamentally wrong with the person; being in full and total control of your wits was, if anything, AIDED by the ingesting of nonnutritive chemicals; not ever bathing was hardly anything to criticize; AND....being a patriotic American was something you were just born with if you were normal and thus it was not open for debate or discussion. In other words, fuck your inclusivity, you stay away from us we'll stay away from you.

There was advice to the lovelorn, or basically wisecracs, by way of a vastly overweight happy go lucky libertine broad named Miraculous Mutha with occasional hygiene issues; cartoon representations of bikers who looked NOTHING like the ones I would describe in my yarns but were instead massively muscled trim handsome human versions of Jack Russell terriers or alert border collies who OFTEN could be found passed out in junk yards or filthy living quarters or calmly allowing themselves to be brutally yelled at by a girlfriend who would be at one or the other end of human female attractiveness.

Either variety was totally acceptable to these handsome rogues on Harley chopper, which they were exclusively on. Topless chicks were the norm. Living on choppers was the norm. Violating the

ingested-chemical edicts was not only the norm....it was almost not worth even mentioning. It was, like, "Um...isn't that what you DO?"

There was a section that printed letters from guys in jail. Totally unheard of in proper journalistic endeavors. The human skull was the fucking logo. There were skulls everywhere. You would think it was a black magic mag. But oh contraire, it was parties, drinking, riding motorcycles in the wilderness, jokes, aggressive cluelessness, shaking-off ineptitude and moving on to the next ineptitude....And the magazine was its own worst critic, "Hey, yeah, we fucked up, what do you want from us, you seen our 'office'? You seen our STAFF?" I actually DID see the office. And the staff. I eventually showed up as requested and it was at the other end of a very short strip mall on literally a dirt road in Agoura Hills with a 7-11 at one end and Easyriders at the other. A woman named Izzy Petty let me in. Very polite, Very businesslike. Very handsome. Handsome in a woman is a good thing. Just for the record. She totally didn't notice that I looked like what Tiny Tim had used as a guide to proper hair management. I had a white dress shirt on that looked like I pulled it off a dead hobo, some pants - as I recall - and I think I showed up on a Honda 175 four- stroke.

Izzy took me down a hall, around an old, pristine antique Harley that was in the

fucking hallway, I went into a room and the only other two Easyriders "employees" were in the room, Kimzey behind a desk that had a fucking dirty Harley engine on it. Keith "Bandit" Ball was sitting in a chair near the desk, who I pretended wasn't there because he looked like a 7 foot long fucking enforcer in the Biker Hockey League. There were David Mann original oils ON THE FLOOR leaning against the wall, which, if anyone would have been interested in buying them at the time might have fetched a hundred dollars apiece and which would now easily sell for 20-30 grand apiece.

The place was a fucking mess, just like where I was living, and these three people were the fucking staff. Lou gestured me to sit, I did and he said, "You got us kicked out of England, you know." My heart lit up! In MY head this was SUCCESS. TURNS OUT....Kimzey had the same attitude! Which was crazy! I mean crazy as in not at all sensible. Not for a fucking editor, the fucking whiniest, self-pitying entities on earth outside of writers.

So, he tells me "No Class Chick" got them kicked out of England and after he saw my face light up he said, "It was probably Duffy's illustration."

THIS TALE WILL BE CONTINUED NEXT MONTH!

## Classified Ads

'70 Chevy4x4 half ton, sun roof, AC winch, 2 extra motors, 350, 48K on new motor! Lookd good, runs good. \$20K takes it. Jerry 602 459 4302



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*Fortieth Annual*

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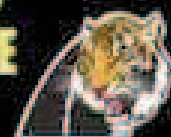
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