

WHY IT IS IMPORTANT TO VOTE



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Michael Infanzon
 Legislative Director

The law does not require citizens to vote, but voting is a very important part of any democracy. By voting, citizens are participating in the democratic process. Citizens vote for leaders to represent them and their ideas, and the leaders support the citizens' interests.

"Voting is your civic duty." This is a pretty common sentiment, especially each November as Election Day approaches. But what does it really mean? And what does it mean for Americans in particular?

A History of Voting in the United States

Today, most American citizens over the age of 18 are entitled to vote in federal and state elections, but voting was not always a

default right for all Americans. The United States Constitution, as originally written, did not define specifically who could or could not vote—but it did establish how the new country would vote.

Article 1 of the Constitution determined that members of the Senate and House of Representatives would both be elected directly by popular vote. The president, however, would be elected not by direct vote, but rather by the Electoral College. The Electoral College assigns a number of representative votes per state, typically based on the state's population. This indirect election method was seen as a balance between the popular vote and using a state's representatives in Congress to elect a president.

Because the Constitution did not specifically say who could vote, this question was largely left to the states into the 1800s. In most cases, landowning white men were eligible to vote, while white women, black people, and other disadvantaged groups of the time were excluded from voting (known as disenfranchisement).

While no longer explicitly excluded, voter suppression is a problem in many parts of the country. Some politicians try to win reelection by making it harder for certain populations and demographics to vote. These politicians may use strategies such as reducing polling locations in certain neighborhoods, or only having polling stations open during business hours, when many people are working and unable to take time off.

It was not until the 15th Amendment was passed in 1869 that black men were allowed to vote.

But even so, many would-be voters faced artificial hurdles like poll taxes, literacy tests, and other measures meant to discourage them from exercising their voting right. This would continue until the 24th Amendment in 1964, which eliminated the poll tax, and the Voting Rights Act of 1965, which ended Jim Crow laws. Women were denied the right to vote until 1920, when the long efforts of the women's suffrage movement resulted in the 19th Amendment.

With these amendments removing the previous barriers to voting (particularly sex and race), theoretically all American citizens over the age of 21 could vote by the mid-1960s. Later, in 1971, the American voting age was lowered to 18, building on the idea that if a person was old enough to serve their country in the military, they should be allowed to vote.

With these constitutional amendments and legislation like the Voting Rights Act of 1965, the struggle for widespread voting rights evolved from the Founding Fathers' era to the late 20th century.

Why Your Vote Matters

If you ever think that just one vote in a

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

ABATE OF ARIZONA LOCAL CHAPTERS

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

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High Country..... Vacant
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Yuma..... Frank White
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Coyote Pass..... Harley Pettit

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
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 Run/Events.....VACANT
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 Communications.....Judi Miller
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 ABATE Products.....VACANT
 TBFS Chair..... Joe Silk
 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.....Rudy Blum
 Secretary.....Pat Allman
 Treasurer.....Karon Surinck
 Sgt at Arms.....Thomas Love
 Run Coordinator.....Mike Degrood
 Safety Coordinator.....Rudy Blum
 Merchandise.....Harley Pettit
 Membership...Harley Pettit.....Harley Pettit

FMI contact Harley Pettit, (928) 530-2555, harley3787@gmail.com
 The Coyote Pass Chapter meets the second Tuesday of the month at; Calico's Restaurant, 418 W. Beale St. Kingman, AZ 86401, 928-753-5005

BOD Rep.....Harley Pettit

East Valley Chapter

Coordinator.....Joe Silk
 email: miterangers@msn.com, phone: 480-628-8598
 Vice Coordinator.....Stacy "Liberty" Baldwin
 Secretary.....Stacy "Liberty" Baldwin
 Treasurer.....Cliff Prentice
 Sgt at Arms.....Newt "Shorty" Wilson
 Events Coordinator.....Jason "Radar" Montgomery
 Safety Coordinator.....vacant
 Membership.....Joe Silk
 Merchandise.....Suzanne "Q" Jensen
 P.A.C.....Rick "Ferg" Ferguson
 Communications.....Stacy "Liberty" Baldwin

The East Valley chapter meets at 10:00 AM on the 2nd Sunday of every month at the American Legion Post 138(107 E Broadway Rd. Tempe, AZ 85282, SE Corner area of Broadway and Mill). Post 138 opens around 9a.m. and serves a great inexpensive buffet breakfast before and after our meeting. Come and hang out before or after the meeting! Riders of all types of bikes, non-riders, and non-members are always welcomed to attend!

Mohave Chapter

1451 E. Ruby Trail
 Fort Mohave, AZ 86426
 Coordinator.....Tom "Papa Smurf" Aydt
 Vice-CoodinatorGeorge "Jungle George" Payntar
 Secretary.....Cynde Aydt
 Treasurer.....Roxanna Payntar
 Membership.....Cynde Aydt
 Sergeant-at-Arms.....Emmette "ET" Tucker
 Events Coordinator.....Shirley "Moonshine" Bizub
 P.A.C.....Dennis Lange
 Communications Officer.....Rebecca Morgan
 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 8641

High Country Chapter

605 W. Arabian Way
 Payson AZ 85541
 Coordinator.....Barry 'Double B' Bell MMAA
 Vice Coordinator.....John 'Irish' Goldin MMAA
 Secretary.....Sandra 'Jane' Bell MMAA
 Treasurer.....Cyndi 'Dragonfly' Williams
 Membership.....Sandra 'Jane' Bell
 Events Coordinator.....Jacque 'Daisi' Whiting...
 Safety Coordinator.....Roy 'Fatboy' Whiting
 Sgt. At Arms..... Bill 'Silverback' Howard...
 P.A.C.....Shawn "Yukon" Bell
 Communications.....Stephanie Mikelson
 Merchandise.....Jeff "Darkhorse" Sauer
 Media.....Denise 'Spitfire' Trolinder

BOD Rep Vacant

Until further notice, HCC meetings will be held immediately following the MMAA meetings (10:00am) the 3rd Saturday of each month. Meeting location is Sandbagger's Bar and Grill, 2051 Silver Lake Blvd., Show Low, AZ 85901.28.537.2744

Southern Arizona Chapter

Coordinator.....Anissa "Dragonfly" Huntington
 Vice Coordinator.....Jeremy Krauss
 Secretary.....Monica Byrne
 Treasurer.....Dawn Detelj
 Membership.....Jim Butsback
 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 Northwest Tucson Moose Lodge, 2660 W. Ruthrauff Rd., Tucson, AZ 85705 . Meeting time is 10AM October through March and 9AM April through September. FMI contact Jim Butsback (520)247-3051 or jimbutsbac@yahoo.com

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.....Scot Williamson
 Secretary.....Gwen Zolber
 Treasurer.....Brianna Wilkinson
 Membership.....Mike Rudd
 Events Coordinator.....One T, Scot Williamson
 Safety Coordinator.....Ernie Lizarraga
 Sgt. At Arms.....Nick Wilkinson
 P.A.C.....Rebecca Crawford
 Communications.....Nolan Steed
 Merchandise.....Rebecca Crawford

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

ABATE of AZ, Inc., Attn: Phoenix/Shadow Mtn. Chapter
 7000 N 16th Street, Suite 120, Box 434, Phoenix, AZ 85020

Yavapai Chapter

465 E Liana Dr.
 Chino Valley, AZ 86323
 Coordinators.....Tim Thomas
 Vice Coordinator.....Dan Tumey
 Secretary.....Dixie Gray
 Treasurer.....Dennis Banners
 Membership.....Holli Woolsey
 Events Coordinator.....Vacant
 Social Media.....Holli Woolsey
 Safety Coordinator.....AJ Killian
 Sgt. At Arms.....Sandra Taverser
 P.A.C.....Deborah Butitta
 Communications.....Angela Buchler
 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) RRMC
 Vice Coordinator.....Frank White
 Secretary.....Mikkie Melanson
 Treasurer.....Robin Aitken
 Membership.....Doug Kreag
 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

August 30, 2022

Are you afraid of the dark?

With road fatalities increasing by 10.5% from 2020 to 2021, safety advocates are looking for causes. The Insurance Institute for Highway Safety (IIHS) has begun a nighttime test of vehicles that use automatic emergency braking (AEB) systems to address the high percentage of pedestrian crashes that occur on dark roads.

“As we expected, most of these pedestrian AEB systems don’t work very well in the

dark,” says IIHS President David Harkey. You heard that right, out of the 23 brands of mid-sized cars and trucks, only 4 scored the highest rating of “superior” by the IIHS. When the same testing was done in daylight, 19 of the 23 vehicles received the highest score.

While pedestrians are the focus of this study, motorcyclists are rightly concerned. All too often, motorists assume the technology in their cars is perfect and rely too heavily on it. This study shows that this new technology is far from flawless!

Motorcyclists are operating at

higher rates of speed, with a different profile, and in closer proximity to other vehicles than pedestrians or other roadway users. If a car, with this new technology, can’t see a pedestrian walking across the street at night directly in front of them, can it see a biker in the lane next to them?

This is one of the many topics we will discuss at the MRF’s upcoming Meeting of the Minds in Des Moines, Iowa, September 21-25. To learn more about the MRF and the Meeting of the Minds

To read about the IIHS study

and see which vehicles were not up to the IIHS standards, https://www.iihs.org/news/detail/few-vehicles-excel-in-new-nighttime-test-of-pedestrian-autobrake?mc_cid=b2d441d5b6&mc_eid=3492686404

The Masterlink is digital.

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

Mission Statement

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

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

a similar interest in preserving our American tradition of

FREEDOM.

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

How to Reach Us

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

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

President's Report



Hello to all my fellow Freedom Fighters!

I am sure that many of you have heard that I went down on my bike this past Sunday, September 11th. I want to thank all for the thoughts and prayers etc., and I am doing fine as I write this. I have some road rash, a sprained ankle and 1 staple in my scalp which will be removed tomorrow. As I have been told that it could very well have been much worse so I guess from now on I will have to "dress for the slide not the ride".

The first item I need to bring up is upcoming elections. This year is the off year for state officers' elections. State officers were elected to a two year term last year so there is no election this year. We will be electing Board of Director members this year. Each Chapter will elect a BOD representative for their Chapter.

Chapters should already be preparing for the Chapter elections. Nominations should be open and the elections should take place by November.

The chapter secretary shall note the results in the chapter minutes and submit them to the State Secretary. If any chapter member has any questions, or needs information, on how to run the election please contact me directly.

On the State level we have a few openings for state offices. These have come up do to officers having to step down do to work and/or family issues etc.. The positions that are open are Safety, **Merchandise and Run Coordinator**. These are all important jobs that need to be overseen for our organization. If you or anyone in your chapter may be interested or want more information please contact me. We will work with anyone to make sure that they learn the position.

Well as I sit down to write this summer is officially winding down. The days are getting a little shorter, the nights are cooler and the humidity has dropped. The night time low here in Tucson is finally back to about 70 degrees. As the rest of the country prepares for winter we here in the desert areas of Arizona are gearing up for the best riding weather.

The Arizona Confederation of Motorcycle Clubs is holding their annual fund raising event THE RIOT ON THE RIVER! This takes place the weekend of November 3rd thru November at the Winkleman Gila River Park. ABATE of Arizona is a charter member of the ACMC and I encourage everyone to attend. This year ABATE will be handling the sale of 50/50 tickets so if you are attending please lend a hand on the selling of these tickets. I try to attend every year and have always had a great time. It is really a good time to meet riders from all around the state and ABATE members for other chapters. This event is open to the public and if you have any family or friends that would like to attend please bring them along. I hope to see you there.

The primaries are over and we are entering into the final few weeks of the political campaign season. I really want to encourage everyone to get out and vote! Mike has been working very hard at trying to get candidates from around the state to answer our short questionnaire on how they stand on issues affecting motorcyclists here in Arizona. The results will be shared with you. Unfortunately not every candidate or their staff responded. The results are just one more resource for you to use when determining who has earned your vote. Please take this duty very seriously and make informed decisions. When you do go to the polls remember to wear your riding gear and also ride your bike to let those who are working the polls know you are a motorcyclist and you are involved.

As many of may have heard the state of Arizona has finally passed legislation to make lane filtering legal. This is a big step for all the other state looking into this. As this moves forward and data is collected it will make it easier to make a factual argument to bring to other legislatures around the country. The Arizona lane filtering will go into effect on Saturday September 24th, 2022. By the time you read this it will be in effect. Please help us all by explaining to those you know how this new law works and why they should be happy that it is now a law. This law is designed to protect motorcyclists.

Next week a few of us will travel to Des Moines, Iowa to attend the Meeting of the Minds which is put on by our friends at the Motorcycle Riders Foundation out of Washington DC. This a conference of motorcycle rights advocates from around the country. There are seminars and meetings to exchange ideas and learn how others are dealing with issues facing the motorcycling community in their states

and maybe we can learn how to do it better here in Arizona. We will report back in the next issue of The Masterlink on what we learned and how it may affect us here in AZ. If you are not a member of the MRF I would like to encourage you to join. They do for us on the national level what we try and do here in Arizona on the state level. The information on the MRF and the MRF Awareness & Education can be found here in the Masterlink or go to www.mrf.org.

On a more personal note, October 1st my wife and I will be celebrating our 40th wedding anniversary. I would like to take this opportunity to publicly thank my wife, Mary Sue, for putting up with me for all this time. Most of you have never met her because she stays home and takes care of things that I let slide as I go about doing what we do. I travel to various conferences and attend meeting and events. I am out camping at Too Broke or Riot on the River or riding across our state for ACMC meetings. I have missed many dinners and family events and she has always been there. Many of us have that special someone at home that puts up with us. Thanks You my love.

Please as you go about your travels either on your bike or in your cage, be aware of what is around you. This time of year we get a big influx of winter visitors and college students who are away from home for the first time, and who may not be familiar with the area etc. The weather can also be very changeable especially in the higher elevations. Watch those around you and always be prepared for whatever you may encounter. Ride safe out there folks.

Until next month!
Ride Free!!
Jim



Why Voting is Important (continued)

cannot make much of a difference, consider some of the closest elections in U.S. history.

In 2000, Al Gore narrowly lost the Electoral College vote to George W. Bush. The election came down to a recount in Florida, where Bush had won the popular vote by such a small margin that it triggered an automatic recount and a Supreme Court case (Bush v. Gore). In the end, Bush won Florida by 0.009 percent of the votes cast in the state, or 537 votes. Had 600 more pro-Gore voters gone to the polls in Florida that November, there may have been an entirely different president from 2000–2008.

More recently, Donald Trump defeated Hillary Clinton in 2016 by securing a close Electoral College win. Although the election did not come down to a handful of votes in one state, Trump's votes in the Electoral College decided a tight race.

Clinton had won the national popular vote by nearly three million votes, but the concentration of Trump voters in key districts in "swing" states like Wisconsin, Pennsylvania, and Michigan helped seal enough electoral votes to win the presidency.

Your vote may not directly elect the president, but if your vote joins enough others in your voting district or county, your vote undoubtedly matters when it comes to electoral results. Most states have a "winner take all" system where the popular vote winner gets the state's electoral votes. There are also local and state elections to consider. While presidential or other national elections usually get a significant voter turnout, local elections are typically decided by a much smaller group of voters.

A Portland State University study found that fewer than 15 percent of eligible voters were turning out to vote for mayors,

council members, and other local offices. Low turnout means that important local issues are determined by a limited group of voters, making a single vote even more statistically meaningful.

How You Can Make Your Voice Heard

If you are not yet 18, or are not a U.S. citizen, you can still participate in the election process. You may not be able to walk into a voting booth, but there are things you can do to get involved:

Be informed! Read up on political issues (both local and national) and figure out where you stand.

Get out and talk to people. Even if you cannot vote, you can still voice opinions on social media, in your school or local newspaper, or other public forums. You never know who might be listening.

Volunteer. If you support a particular

candidate, you can work on their campaign by participating in phone banks, doing door-to-door outreach, writing postcards, or volunteering at campaign headquarters. Your work can help get candidates elected, even if you are not able to vote yourself.

Participating in elections is one of the key freedoms of American life. Many people in countries around the world do not have the same freedom, nor did many Americans in centuries past. No matter what you believe or whom you support, it is important to exercise your rights.

Find out your voting district here:
<https://www.azcleaselections.gov/arizona-election/voter-education-guide/district-locator>

Resource: <https://education.nationalgeographic.org/resource/why-voting-important>

Chapter Reports

Coyote Pass

NO REPORT.

High Country

Opportunities to ride, support and socialize will leave your schedule double booked as September stands out as the busiest month on the mountain for the motorcycle community. High Country Chapter members met at Lewis Canyon group area on September 17th. Our membership decided to open submissions for a new HCC logo design to be used for chapter membership patches. We also voted to host a members 'meet and greet' and membership drive on October 8th at the season's final run of Show Low 660 Drags, held at White Mountain Community Airport. Racing starts at 10am. Our October meeting will be held in conjunction with the MMAA monthly meeting on Saturday October 15th, details will be posted on our Facebook page as soon as possible.

And finally, we are excited to announce our inaugural 'Chili Cookoff Challenge' at 1pm on Saturday October 22 at Sandi's

Hideaway in White Mountain Lakes Estates. Sample and vote, or enter and win...\$5.00 will cover it. We hope to see you there.

B.B.
Coordinator - High Country Chapter
doublehcc@gmail.com

Mohave Chapter

Presently as I am sitting here writing this chapter report it is 9/11 and I am thinking about the horrific event of 21 years ago. May we never forget 9/11. On the evening of Sunday, Sep. 4th we had a haboob (intense wind storm), some rain that caused significant damage and loss of power in Bullhead City, Fort Mohave and Mohave Valley. Our power was out for about 12 hours, no damage to our house, we did lose a large Mesquite tree in our front yard that was completely uprooted. Fortunately it fell toward the street and a large part in the street so we had some help from the Mohave County highway dept. in cutting it up and removing most of the tree. I still have some hours of work to finish removal of the

trunk and general cleanup.

On Monday, Sep. 19 we hold our next chapter meeting at the VFW in Golden Valley. On Wednesday, Sep. 21 Cynde Aydt (state membership) and Paula Buell (state VP) from the Mohave Chapter are heading to Meeting of The Minds in Des Moines, IA, I know they will have an awesome time. On Saturday, Oct. 8 we hold our highway cleanup on Hwy. 68 in Golden Valley followed by pizza at Great American Pizza in Golden Valley.

That is all I have for now. Until next time may everyone stay safe and ride safe.

Tom Aydt
Mohave Chapter Coordinator

Phoenix/Shadow Mountain

NO REPORT.

East Valley Chapter

NO REPORT.

Southern Arizona Chapter

Southern Arizona has been working diligently to educate the public about the Lane-filtering Law using Social media, palm cards, etc.

Motorcycle accidents in Southern Arizona are mirroring last year's numbers. We have lost way too many riders again this year and we are encouraging Motorcycle Awareness, Safety protection and Rider Education. It's also monsoon season and with that, comes potholes, extra sand and gravel and other hazards. Please exercise caution!

Ride Free & Ride Safe-

Anissa "Dragonfly" Huntington

Yavapai Chapter

NO REPORT.

Yuma Chapter

NO REPORT.

Saboteurs In Hawaii, Germany Thwart Traffic Cameras

<https://www.thenewspaper.co>

Red light cameras in Hawaii are delayed by vigilante attack, while a German speed camera is bashed with its own sign.

Redflex traffic camera

Vigilante action has succeeded in delaying deployment of red light cameras in Hawaii. The Honolulu Star-Advertiser reported a test device at the intersection

of North School Street and Kalihi Street was sabotaged on May 24, delaying the ability of the private contractor Verra Mobility to determine which locations would generate the greatest number of citations. Another camera at Palama Street and Vineyard Boulevard was likewise deprived of the ability to determine citation generation potential. The devices cannot be activated until November at the earliest.

Hawaii's experiments with automated ticketing machines have proved deeply unpopular. In 2000, the state awarded a photo radar contract to the troubled firm Redflex Traffic Systems of Australia, which is now part of Verra Mobility. The contract was transferred to Poltech, another now-failed Australian firm, which expected to generate \$30 million from Hawaiian motorists by the time the program kicked off toward the end of 2001. Locals responded by pelting the cameras

with garbage and bestowing the nickname "Talivans" on the devices. The public backlash drove lawmakers to cancel the program in December 2002.

In Erfurt, Germany, vigilantes on Sunday, August 28, pulled up a speed camera warning sign and used it to bash the photo radar device operating on the Am Wiesenhugel, according to local police reports.



Tribute to Rich Ertzner at Post 105



Coast to Coast

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

QEII RIP
Heartfelt condolences have poured out from around the World with the death of HRH Queen Elizabeth II, the longest serving monarch in British history (1952-2022), and a fellow gearhead.

Before she became Queen, in 1945 then-Princess Elizabeth was the first female member of the Royal Family to serve in the armed forces, joining the women's Auxiliary Territory Services (ATS) during WWII at the age of 19 as a driver and mechanic. Her wartime training also involved gaining experience on two wheels, and she has been pictured riding motorcycles on numerous occasions.

Her majesty's mechanical aptitude evidently passed to her grandchildren, as both Prince William and Prince Henry are well-known motorcycle fans, and the Royal pair once shared together a 1,000-mile charity ride on Honda enduro bikes across Africa.

May her memory reign eternal; and Long Live The King!

NEW STUDY REVEALS SELF-DRIVING CARS ARE NOT SAFE FOR MOTORCYCLISTS

A white paper analyzing the ability of self-driving cars to detect motorcycles has been released by the Connected Motorcycle Consortium (CMC), revealing several shortfalls in the autonomous technology.

Concerns remain that autonomous vehicles do not yet have sufficient detection capabilities to make them safe around powered two-wheelers (PTWs), and as the European Association of Motorcycle Manufacturers (ACEM) said, "reliable detection of PTWs by passenger car ADAS (Advanced Driving Assistance Systems) is absolutely essential to avoid car-PTW collisions and to decrease the number of motorcycle accidents. Passenger cars must be able to appropriately recognize motorcycle maneuvers in ordinary traffic, such as weaving in, leaning while cornering or splitting lanes."

The conclusion of the CMC paper is that it will be necessary going forwards for ADAS vehicles to have a "special focus on PTW detection" in their testing. "Under certain circumstances," the CMC paper reads, "the detection of PTWs is challenging for ADAS due to the different way of motion, the slim shape and as a result the smaller radar reflectivity of PTWs compared to cars."

The CMC considers that, currently, "one of the most effective ways [to improve

PTW safety) is to improve conspicuity of PTWs by automotive systems."

SELF-DRIVING CARS ARE COMING, SOONER THAN LATER
The U.K. government has announced that it is planning to introduce self-driving vehicles on the country's roads starting next year, with full implementation planned for 2025.

As well as the 2025 goal for fully-self-driving vehicles, the government says that "Some vehicles, including cars, coaches and lorries, with self-driving features could be operating on motorways in the next year."

"The benefits of self-driving vehicles have the potential to be huge," said Transport Secretary Grant Shapps. "We want the UK to be at the forefront of developing and using this fantastic technology, and that is why we are investing millions in vital research into safety and setting the legislation to ensure we gain the full benefits that this technology promises."

The news of the UK government's latest self-driving plans come after the United Nations (UN) announced in July that self-driving cars would be allowed to drive faster, but would also have to undergo more stringent tests to make sure they can detect motorcycles.

Ultimately, autonomous vehicles are very much a part of the future of transportation, and boils down to responsible legislators passing reasonable legislation, especially in the initial crossover phase when they mix with human-driven vehicles.

CALIFORNIA VOTES TO BAN NEW GAS CAR SALES BY 2035
California air regulators voted in August to approve stringent new rules to ban the sale of new gasoline-powered cars by 2035, and set interim targets to phase those cars out. The measure is a historic one in the US, and would constitute one of the first such bans worldwide.

These new California Air Resources Board (CARB) rules would also set interim quotas for zero-emission vehicles, focusing on new models. Starting with 2026 models, 35% of new cars, SUVs and small pickups sold in California would be required to be zero-emission vehicles. That quota would increase each year and is expected to reach 51% of all new car sales in 2028, 68% in 2030 and 100% in 2035.

California has laid out an audacious goal: In 13 years, it should no longer be possible to buy a new car that runs purely on gasoline anywhere in the state. Failure to meet those targets carries the threat of stiff penalties.

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

The Masterlink
5 year increment Anniversary patches,
Membership card
TBFS Discount Entry, RV, Cabins
AD&D Benefit
Motorcycle rights and action alerts via email
Priceless Motorcycle Awareness
Priceless Rights
Priceless Rider Education

ABATE of Arizona Serves to:

- Collaborate with other organizations to

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

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

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

Motorcycle Awareness Program (MAP)

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

ABATE accomplishments:

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

DUI offenders

- 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!!

© 2020 **ABATE Of Arizona**
7000 N 16th St., Suite 120 #434,
Phoenix, AZ 85020

Website: www.abateofaz.org
To join our discussion group,
send email to
Abate-request@abateofaz.org

<p>Name _____</p> <p>Name #2 _____</p> <p>Address _____</p> <p>City _____</p> <p>State _____ Zip _____</p> <p>Phone(s) _____</p> <p>Email _____</p>	<p>Or give your membership application to an officer of the chapter of your choice. Please allow 4-6 weeks for processing.</p> <p><input type="checkbox"/> Coyote Pass <input type="checkbox"/> So. Arizona</p> <p><input type="checkbox"/> High <input type="checkbox"/> East Valley</p> <p><input type="checkbox"/> Mohave <input type="checkbox"/> Yavapai</p> <p><input type="checkbox"/> Phoenix/ Shadow Mtn <input type="checkbox"/> Yuma</p> <p><input type="checkbox"/> At-Large (no chapter)</p>	<p>TYPE OF MEMBERSHIP (check one)</p> <p><input type="checkbox"/> Annual Single \$25</p> <p><input type="checkbox"/> Annual Couple \$40</p> <p><input type="checkbox"/> Annual Sustaining Member \$50</p> <p><input type="checkbox"/> Annual Business Member \$125</p> <p><input type="checkbox"/> Annual Club Member \$125</p> <p><i>Business/Club member, please enclose a business card for The Masterlink.</i></p> <p>Renewal Member # _____</p> <p>Received by: _____</p> <p><i>Business membership is a substantial value at just \$125 per year and includes 2 single memberships, business card ad in the Masterlink. Club memberships include 5 single memberships. All ABATE members are eligible for AD&D coverage.</i></p>
<p>Make checks payable to: ABATE of Arizona and mail to: 7000 N 16th Street, Ste 120 #434, Phoenix, AZ 85020</p> <p>Join online at https://abateofaz.us/members/</p> <p style="text-align: center;">DONATION \$ _____</p>		

Coast to Coast (continued)

The rules would not impact used vehicles, allowing them to stay on the roads. The rules won't be immediate, and will go into effect in 2026.

Multiple states are expected to follow suit, including Colorado and Minnesota, as well as states on the Northeast and West Coast that followed California's previous zero-emission vehicle regulations. New Jersey and Maryland officials said they were reviewing California's decision, while public comment has opened in Washington state on a similar plan.

NOTEWORTHY: OUT OF CHARGE -- Immediately following the announced ICE (internal combustion engine) ban, in favor of electric mobility, a heat wave's strain on the electrical grid led California's Independent System Operator, which runs the state's power grid, to issue multiple bulletins alerting residents to voluntarily reduce their power consumption by avoiding using "large appliances and charging electric vehicles" during peak usage hours.

NOTEWORTHY TOO: MAJOR HEAT-WAVE IN CHINA DISRUPTS SUPPLY CHAIN

"Supply chain issues" is now a commonly understood concept, ranging from the ongoing semiconductor shortage to shipping woes, but now a new supply chain disruption is rearing its head as China experiences the worst heat wave in recorded history, reaching triple digits for over two months and leading to industrial shutdowns to conserve energy.

Drought anywhere is bad news -- but it's even worse news in Sichuan, a major international manufacturing hub in central China which derives approximately 80% of its electricity from hydropower. As temperatures climb, the local government has instructed factories in various industries to shut down so that the available power can be used by the people living in the affected areas.

From EV batteries to steel and aluminum, a host of industries are being affected.

TEN ELECTRIC MOTORCYCLES

DUE FROM HONDA BY 2025
Honda has announced its intention to add 10 electric motorcycles to its global lineup by 2025. Most models will be scooters destined for the Asian and European markets as commuter vehicles. For the United States, Europe, and Japan, four models are expected to debut in 2024 and are described as Fun EV Models.

Expect to see three street-legal plug-in models in the United States.

ICE-powered motorcycles are not done yet, though gasoline will have a lower priority as a fuel in Honda motorcycles. There are already E100 flex-fuel motorcycles in Brazil, and they're coming soon to India. Honda plans on introducing E20 flex-fuel models in India next year, and E100-fueled powerplants in 2025.

ILLINOIS ANNOUNCES ROUND TWO OF ITS EV REBATE PROGRAM, INCLUDING BIKES
In June, 2022, the state of Illinois announced the first round of its Electric Vehicle Rebate Program in 2022. That first rebate application period started on July 1, 2022, and will continue through September 30, 2022.

Unlike some other EV rebate programs (both past and present), the Illinois program includes used vehicles. It also includes on-road motorcycles -- not just cars or other four-wheeled passenger EVs.

As for motorcycles, only on-road electric bikes qualify -- off-road bikes and mopeds are not eligible. For all vehicles, only full electrics qualify -- no hybrids. Rented and leased vehicles do not qualify.

On August 29, 2022, Illinois Environmental Protection Agency director John J. Kim announced the dates for the second round of Illinois EV Rebate Program applications. Round Two will officially open on November 1, 2022, and run through January 31, 2023. If you're an Illinois resident and you won't be able to make the deadline first round, that means you'll have another chance for this rebate as the second-round caps off 2022 and charges into

2023.

"Here in Illinois, we are leading the electric vehicle revolution," Illinois governor JB Pritzker said; "And thanks to our EV Rebate Program, we are making electric vehicle adoption accessible and cost-effective -- putting us on the path to getting 1 million EVs on the road by 2030."

BIG BROTHER MAY PUT AN END TO SPEEDING IN NEW YORK
Legislators in New York are mulling a bill that would mandate speed limiters in new vehicles that would be set to the local maximum allowable limit. The system, called "Active Intelligent Speed Assistance" (ISA) would use GPS and traffic sign recognition technology to determine the speed limit. New York City is already running a six-month trial with 50 vehicles from the city's fleet fitted with an ISA system.

Introduced by Manhattan State Senator Brad Hoylman on Aug 12, if passed, would require any vehicle manufactured or registered in the state of New York to be fitted with the ISA system, starting from Jan. 1, 2024. It cites the results of a study that show such a system could reduce traffic fatalities by 20%.

The bill also calls for existing active safety systems like automatic emergency braking, active lane control, blind-spot monitors with pedestrian detection, driver drowsiness detection, and even a data event recorder to be mandated from the same date.

Notably, safety standards for new vehicles, unlike emissions standards, are set at the federal level, which brings into question whether New York officials will be able to implement the bill even if passed.

ONE OF THE WORLD'S MOST POPULATED NATIONS SET TO BAN ALL MOTORCYCLES
Nigeria -- the sixth most populous nation in world -- is set to ban the use and sale of all motorcycles in an effort to hamper the actions of terrorist 'bandits.' The federal government of Nigeria is strongly considering a ban on the sale and use of motorcycles across the country as an unusual new tactic to

stop terror attacks.

Nigeria's Minister of Justice, Abubakar Malami, recently told reporters that by banning the predominant mode of transport as used by terrorist groups across the country, it would severely hamper their logistical efforts. "Placing a ban on the use of motorcycles and mining activities will cut the supply of logistics to the terrorists," reports Nigeria's Times newspaper. "This will be done in the national interest. We are Nigerians because Nigeria as a country exists and any issue that will translate into a threat to national security or the corporate existence of the country requires certain sacrifices."

The plans come as Nigerian authorities attempt to curtail the efforts of various jihadist terrorist groups -- such as Boko Haram and Islamic State -- responsible for numerous attacks across the country, with offenses ranging from killings, kidnappings and sexual violence committed by members known as 'bandits' who mostly use motorcycles to launch attacks quickly and without warning to devastating effect, as well as move around the area without detection.

The actions of the federal government come after Governor Bello Mattawale of Zamfara State introduced a curfew for the use of motorcycles in the town of Gusau, and directed his security personnel to shoot on sight anyone caught riding a motorcycle between 8pm and 6am.

With a population of more than 200 million people, Nigeria is the world's sixth most populous nation with an annual motorcycle sales figure of more than 500,000.

QUOTABLE QUOTE: "It takes a great deal of courage to stand up to your enemies, but even more to stand up to your friends."
~ J.K. Rowling (b.1965), British author and philanthropist



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www.mrfae.org



ABATE of Arizona Chapter Meeting Times and Locations

Coyote Pass Chapter

The Coyote Pass Chapter meets the second Tuesday of the month at; Calico's Restaurant, 418 W. Beale St. Kingman, AZ 86401, 928-753-5005

High Country Chapter

Until further notice, HCC meetings will be held immediately following the MMAA meetings (10:00am) the 3rd Saturday of each month. Meeting location is Sandbagger's Bar and Grill, 2051 Silver Lake Blvd., Show Low, AZ 85901.28.537.2744

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

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 Northwest Tucson Moose Lodge, 2660 W. Ruthrauff Rd., Tucson, AZ. Meeting time is 10AM October through March and 9AM April through September. FMI contact Jim Butsback (520)247-3051 or jimbutsback@yahoo.com

East Valley Chapter

The East Valley chapter meets at 10:00 AM on the 2nd Sunday of every month at the American Legion Post 138(107 E Broadway Rd, Tempe, AZ 85282, SE Corner area of Broadway and Mill). Post 138 opens around 9a.m. and serves a great inexpensive buffet breakfast before and after our meeting. Come and hang out before or after the meeting! Riders of all types of bikes, non-riders, and non-members are always welcomed to attend!

Yuma Chapter

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. We would love to see you there.

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 Tumey @ 928-308-9911 or ycabateaz@gmail.com. See us on Facebook at <https://www.facebook.com/groups/yca>

ABATE of Arizona Business Members

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American Legion Post 138
602-837-1247

AZ American Italian Club 602-944-3090

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

Arizona Confederation of Motorcycle Clubs
602-463-7886

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Gwen Zolber, REALTOR®
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602-326-7333

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Mormon Lake Lodge
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NW Moose Lodge 2543
520-406-5565

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424-322-0505

The Option Co.
520-305-6651

Tombstone Brewing Company 480-299-2314

Tonto Rim Bar & Grill
651-399-5066

HVAC Recycle
623-262-1083

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928-474-4207

AZ Accident Scene Management LLC
602-908-7989

American Legion Post 138
951-333-2994

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Oct. 12th Phx-SM Legislative Meet and Greet



Meet and Greet
 Come out with us and meet local legislators
 All are welcome
October 12th 2022
 7pm
 American Italian Club
 7509 N 12th Street
 Phoenix AZ 85020



ABATE OF ARIZONA, INC.



**FMI: Scot Williamson
(623) 313-8663**



eBay Motors Sand Sports Super Show this Weekend in Costa Mesa

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

The eBay Motors Sand Sports Super Show is this weekend at the OC Fair & Events Center in Costa Mesa, Calif., Friday, September 16 through Sunday, September 18.

The Sand Sports Super Show brings hundreds of exhibitors to Southern California for the biggest and most exciting dune and sand sports expo in the world. Attendees can get up close to the latest UTVs/ATVs, Side x Sides, Sand Rails, Toy Haulers, accessories, apparel and a whole lot more, during a full weekend of

festivities.

New this year, Fox Factory's Proving Grounds in partnership with Hammering Productions, will provide a unique and memorable experience for all participants and spectators. Guests will see a lineup of professional drivers in purpose-built race vehicles – ripping it up. The high-horsepower, earth-shaking King of the Hammers Ultra4 Class will be showcased, along with UTV and Pre-Runners. Driver autograph sessions will follow each round of demos.

The Sand Sports Super Show offers something for everyone who enjoys the sand sports, dunes and off-road lifestyles.

During the show, manufacturers will launch new products and show off their innovations to the passionate and engaged crowd of enthusiast attendees. Many vendors will be offering special show exclusive deals and pricing.

Within the sand sports community, the Sand Sports Super Show plays a pivotal role in uniting and mobilizing enthusiasts, cultivating growth, and fostering safety awareness.

The American Sand Association (ASA), in partnership with Polaris will raffle off a Polaris RZR XP 4 Turbo S and also a Genesis Overnighter Trailer. The winning tickets will be drawn

Sunday, September 18.

Tickets can be purchased at the ASA Booth and the winner does not have to be present to win.

The Sand Sports Super Show will take place on Friday, September 16, from 4 p.m. to 10 p.m., Saturday, September 17 from 9 a.m. to 7 p.m. and Sunday, September 18 from 9 a.m. to 4 p.m.

For more information on the Sand Sports Super Show and to purchase discount tickets in advance online, visit www.sandsportssupershow.com. Follow on Facebook and Instagram @SandSportsSuperShow.

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Accident Scene Management : Save A Life

<https://blog.bikernet.com>

As much as we do not like to talk about it there are an alarming amount of people being injured while riding their motorcycles. Things are being done around the country in hopes of reducing these incidents.

In the meantime, one of the things we can do is to become knowledgeable about what to do if we are present when this happens.

Accident Scene Management was started in 1996 to reduce injuries and fatalities to motorcyclist through first responder edu-

cation. This is the critical time to keep the motorcyclist alive until the ambulance and professional help like EMTs arrive.

Approximately 236 motorcycle crashes result in injuries every day in the United States, with a average of about 86,000 total injuries from crashes per year.

According to the National Highway Traffic Administration (NHTSA) around 56 percent of all motorcycle crashes occur on urban roadways, with the majority of those accidents taking place at intersections. A rider in a collision with another vehicle are almost 27 times more likely to die and eight times more likely

to be injured, than the occupants and driver of the vehicle.

You can help riders, family members and friends by taking the Accident Scene Management Class. This is a worldwide class taught by Vicki Sanfelipo and her certified instructors.

<https://bikerlivesmatter.com/a-crash-course-for-the-motorcyclist/>

If you live in Florida, BIKER LIVES MATTER is working with ACM Lead Instructor Diane MacLennan to make these classes available to you. For more information on sponsoring a

class in your area, send information to bikerlivesmatter.com/contact/

The first class will be held at American Legion Post 81 in Melbourne Florida on September 18th 2022 and is open to anyone.

Link to sign up for class.
<https://na.eventscloud.com/ehome/index.php?eventid=707544&fbclid=IwAR0nhhM7pBNKy2Xc6ZUy5xyYS6SqLco1iCZffidjqAu9ZtOIWV9v658e12w>

Hope to see you there. You could save a life!

Events Calendar

Saturdays Sep-Nov 2022 { 9/3, 9/17, 10/1, 10/15, 11/5, 11/19 } : Bitchin' Stitchin' at Superstition HD - 2910 W Apache Trail, Apache Junction, AZ. 85120 from 10a-1pm FMI: 480-346-0600

2nd Sundays: ABATE-AZ Super/EV Chapter meeting ~ 10a at American Legion Post 138, 107 E Broadway Rd, Tempe. {B'fast available 9am} FMI: Joe Silk 480-628-8598, miterangers@msn.com

2nd Sundays: ABATE-AZ Yavapai Chapter meeting ~ 11a at VFW Post 541, 202 N Arizona Ave, Prescott. FMI: Dan Tumey 928-308-9911, yca-

bateaz@gmail.com

2nd Sundays: ABATE-AZ Phoenix-Shadow Mtn Chapter meeting. 10:30a-noon at AZ American Italian Club, 7509 N. 12th St, Phoenix. Food & drinks available.

Thursdays {Sept 22 – Nov 3, 2022}: CycleRides.com Bike Nights at The Shops at Norterra {2460 W Happy Valley Rd. Phoenix} from 6-9pm. Sponsors include Law Tigers AZ. Live Music, Vendors and Restaurant Specials for those with an M endorsement on their license.

10/8 {Sat} Bikers For Boobies –

fundraiser to provide mammograms plus financial assistance to cancer victims. 2022 sponsors include Law Tigers AZ FMI: withatwistmh@gmail.com

10/9 {Sun} 11-Mile Corner Swap Meet – AZ's Largest Motorcycle Swap Meet @ Pinal County Fairground, 512 N 11-Mile Corner Road, Casa Grande. {Exit 194 from I-10} from 8a~1:30pm. Gates open to sellers 6am, public 8am. \$5 @ gate [kids under 12 years free]. Spaces are 20x15 = \$40/ea. First come, first served. All bike brands welcome. Turn your spare parts into cash. Find rare parts, antique, & more. No dogs

except service dogs. Sponsored by Law Tigers AZ. FMI: MJ 480-209-852110/14-16 {Fr-Sun} Run to the Rez 2022, Veterans Honor Motorcycle Run. Apache Gold Casino, San Carlos, AZ. "The Most Spiritual Ride in Arizona". Honor Ceremony for Veterans, + Poker run, live music, BBQ, motorcycle raffle, & more. FMI: 928-961-6002 or email johnrezrider@yahoo.com

10/22 {Sat} East Valley ABATE Chapter's Hard Ass Run. 350+ mile ride. Sign-in details TBA. FMI: 480-628-8598, miterangers@msn.com

Charitable Custom Motorcycles & Wonderful Sponsors

<https://www.bikernet.com>

At Johnny Mac's Chopper House in Philadelphia, our focus has been on building motorcycles for qualified charities, and so far it's been terrific. We have one rule when choosing a charity, it has to support the military, kids, or dogs. We then work closely with the charity to handle advertising, social media, colors, and more.

We had HUGE success with our first charity build for Philabundance in Philadelphia, only to be followed up by our latest Tunnel to Towers Foundation Custom Build at the MECUM Auction in Las Vegas

1/28/22, which brought in \$41,000.00. What's up next?

Well we are already on it, two new builds again, for our charities. Want to be involved, donate some parts from your company or a few dollars, all help is accepted. PLEASE LOOK BELOW to see our latest charity builds.

We are ALWAYS looking for donations and parts so if your budget allows, please consider a donation here https://www.paypal.com/donate/?hosted_button_id=WLNJ4YWY3TYKC ,

* or buy a shirt here https://usaproductfactory.com/?orderby=menu_order ,

* which all sales & donations support the building & transportation of the motorcycle

A few dollars, or a bit more, whatever you can do helps. We will build a wonderful motorcycle to auction off, and at that point, we will write the largest check possible, 100% of ALL PROCEEDS

January 2023, this motorcycle will be on stage at the Mecum Motorcycle Auction in Las Vegas. If we have the

same experience as we did in 2022 with the Tunnel to Towers Auction Motorcycle, we will be able to yet again write a HUGE check to the chosen charitable organization.

This build has some added excitement as well, FOX & Friends will be filming the build for a special news report to be aired later this year. More to come on that! Please stay tuned.

Also, you can Visit & Share the GOFUNDME Donation webpage: <https://gofund.me/eb457ac4>

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

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

Winning

Michael Infanzon
Legislative Director

Most of you know that I have a deep love for books and read 40-50 books a year. I just finished rereading a book I first read many years ago. Winning by Jack Welch. Some of you may remember Jack Welch and what he accomplished. Jack was the CEO of General Electric, one of the world's biggest companies, for 40 years. During his tenure, the company grew by a factor of 300x. By the time he retired, it was worth nearly half a trillion dollars. Welch's famous, "if you can't be #1 or #2, don't play" philosophy, along with his relentless optimism and get-it-done mindset made his approach the gold standard in business.

Winning is Jack Welch's manual to becoming an astonishing manager and leader, which gives you practical tools to manage the finances, strategy and, most importantly, the people of your organization.

When Jack Welch left General Electric (GE) in 2001, after having led the company as its CEO for 20 years, he pocketed the biggest severance payment in history: \$417 million.

Even GE doesn't shell out half a billion just like that, but for the manager of the century, sure. GE's value had grown 4000% under Jack's reign. When you take a company that's already worth \$12 billion, and increase its worth 40 times, that makes those \$417 million seem like peanuts.

Needless to say, the man has a good tip or two about leadership.

Here are the ones I'm taking away:

Your mission should be to win the business you are in.

Our mission is simple:

We will lobby and educate the government and general public to promote motorcy-

cling 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 goals.

My goal since the first day I started advocating for motorcycle rights and freedoms is to bring ABATE of Arizona to be the number 1 SMRO in Arizona and the country. In the past seven years we have done pretty good as far as legislative accomplishments. I can't stress enough that it takes the entire organization to reach these goals and it was "WE" who did that.

Annual budgeting is one of the biggest limiters of growth.

Our organization is limited to what we can accomplish due to budget restraints but growth in membership shouldn't be one of

those things. I want to challenge every one of you to get one new person to join ABATE of Arizona. Annual membership is only \$25. That's 50 cents a week.

Never stop trying different jobs until you find one you love.

There are openings in many positions within our organization. Some take some experience, some it doesn't. Try out an area that would help our organization. If you like it, awesome. If not, that's cool too. Ask that merchandise person if they need help selling t-shirts, or maybe the membership person if they need help recruiting new members. You won't know if you like something until you try it.

We, as an organization, are at a tipping point. ABATE is poised to have exponential growth, but the organization needs each and every one of you to help lead into the new year.

Be good to one another.

From the streets – 2022 Sturgis Rally Report

This is going to be good, like the party of parties before the battle for freedom and America begins. I'll stay between the white lines as I attempt to cover the rally and my first wild experience after relocating to the Black Hills and available for action every day.

The constant hum of action prevailed daily, with the rumble of V-twins, non-stop shows, concerts, celebrations, parties and jamming bars are just the tip of the chromed mountain leading up to the rally. Last year, my shop wasn't complete, and I was attacked by the deadly Covid virus. I found myself locked down in my basement dungeon. Only semi-prepared this year, the rally kept coming like it or not.

Let's back up some and look at the times leading up to the action. I did all I could to keep the shop building progress on track. I encountered troubled neighbors who got in the way, and I needed to grapple with property line decisions and quickly available resources. It got it handled, a new fence constructed, and we moved on.

I needed a trailer for our Bonneville effort and worked with Mike Baynes, a Hamster who owned a trailer sales company in Belle Fourche. I visited his facility and he offered help with a bridge over the creek traversing through my property to reach the other side. Now we have access to another half-acre.

Speaking of Bonneville lurking just two weeks after the rally, we had projects to tackle. We needed to deal with repairs and prep. Fortunately, we rapidly built a team who wanted to see the Salt Torpedo, our streamlined trike, on the salt.

I also worked with a local welder to complete a gantry to allow us to work on the Salt Torpedo and replace the rear tire. It froze in the winter. Damn, a brand-new tire. There went another \$500. Jason, our contractor was kind enough to offer his equipment to move crates within working distance of the shop and a group of brothers, including Hamsters offered to come and tear down each crate.

When I first arrived in Sturgis, the moving company off loaded the massive truck

and packed the upper level two-car garage to the rafters with shop equipment and too boxes. Unfortunately, there was no room for the Salt Torpedo and the Redhead's new car. The Torpedo was relegated to the outdoors. The cold winter destroyed the rear tire, cheaper than a new wife.

As the shop reached completion, Jason moved everything out of the upper garage. We moved equipment into the shop, but critical stuff was missing, like legs for benches and bench vices. My Smithy lathe was delivered but not into the shop until it was finished and then we ran into set-up issues.

This all occurred less than three weeks before the rally. Every day I forced progress of some sorts. We were able to move benches and equipment, but we couldn't get to work without final building inspection. Then we faced the final electrical inspection. But we continued to take major steps and once the inspections passed, we could start to get to work unencumbered.

We ran into minor issues like setting up the lathe and making it work or not work with existing outlets. My contractor and electrician decided I needed 50 amp 220 outlets, which didn't match any of my equipment. Chris, the boss of Baldwin electrical, made me a pigtail to support the difference and it worked, I could start welding.

My lifts were both damaged from the move. One needed a new airline and the other needed reassembly and ultimately a new retaining spring, so I reached out to Handy Lifts for a replacement part. A local auto parts made a new line for the other lift, and I was golden, almost. I still need a brass 45-degree 3/4 pipe thread fitting.

I bought a replacement yesterday.

We rapidly closed in on the rally, Salt Torpedo preparations and Bonneville including new certified harnesses, certified fire extinguishers and the tire.

My grandson, in Los Angeles, just completed his first major event with 5-Ball

Racing Leathers, at Born Free and he wanted out of the city. I figured they could figure it out. The options included trailers, driving, riding in groups, or just the two riding out together, which is how it happened.

I started riding bikes from our Deadwood storage to the shop digs in Boulder Canyon. Nuts, bikes ran fine until the ride three miles into the canyon, then they acted up. That included my 2014, recently serviced Indian. It wouldn't start. The battery in the fob needed to be replaced.

As I grappled with my deadline, bike and shop issues, I would occasionally think about other folks in similar circumstances. Take for instance, Arlin Fatland, a Hamster who owns 2wheelers in Denver. For over 30 years, he and Donna packed up an entire shop and headed to Sturgis, where he bought a satellite store. He brings staff and runs the store and then peels back to Denver, where he has run his bike shop for over 50 years. Lots more stuff to think about.

How about Woody, his family and Marilyn Stemp who run the Buffalo Chip. Fuck, imagine all the bullshit, plumbing, electrical, tents, RVs, tacos, staff and rock groups they deal with during the rally. I'm super lightweight when it comes to this experience, but still it was my first time. Here's a quick rally take from Marilyn:

"Ha - my brain is fried! I get it now..."

"Impressions of the rally? Several factors seem to be affecting the trend toward arriving early to the Rally - and leaving early, too.

"Add to this: the city decided a few years ago to make the rally begin on the first Friday in August. If that Friday is on, say, the 5th of the month like this year, the entire event gets pushed back to the second week of August instead of the first.

"I heard polar opposite reports regarding foot traffic in town. Some said it was mobbed, others indicated light. So who knows? I only got off site twice and both times took me toward the east. I thought motorcycle traffic on I-90 was light.

"Just my 2 cents..."

The day before the rally hit Adrian, who has lived in Deadwood for over 20 years reached out. "I broke my side-mount taillight, license plate bracket off my Softail. Gotta fix it quick."

Suddenly, another factor fed into the rally mix. I have a shop. Adrian brought his bike over and we went to work, but he had a construction job, so he peeled out. Before he left, he told me the story behind his first rally once he moved. "It ruined it for me," Adrian said. "I was doing an interior design job in the Bullock Hotel and brothers started to roll into town. My boss took one look at my face and told me, 'Get out and come back in a week.'"

I built a bracket to save his billet aluminum system, reshaped the unit and rewired the taillight. The next morning a brother called. He broke his belt somewhere between the east coast and the badlands. Grease loaded his bike in their support truck and unloaded and rode his son's Sportster the rest of the trip. I steered him to Dakota V-Twin, Randy Cramer's stellar shop and U-Haul trailer dealership in Spearfish. I couldn't deal with the rally and become a working shop. Holy shit.

Randy did the job of installing a chain final-drive system. When Grease stopped by our joint he brought me an emergency belt, which he chose not to try out. I've never seen one before and plan to frame it. Hang on.

I suddenly discovered my calendar was packed with a minimum of two events a day starting with Saturday arrivals and the Hamster block party.

Sunday was already packed with the Flying Piston Breakfast and the Chip industry party at the Michael Lichter exhibit and something in the evening.

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From the streets – 2022 Sturgis Rally Report (continued)

I rode the 2014 Indian down to the Chip, signed books, took interviews, met lots of folks and had breakfast sans ketchup or salsa. WTF over. After breakfast, Dr. Hamster, Frankie and I rode to the Michael Lichter building, built specifically for Mike's stellar exhibits, but he wasn't there, and we couldn't get in. Reports indicated this was Mike's best exhibit ever. Right up to the rally I helped write and edit his bike and art plaque copy.

I installed a Baker 4-6 speed transmission in a Paughco frame with Paughco trees and gas tank and delivered it to the Chip for a grand show award of some sorts. The recipient would also receive an S&S engine. Paughco did a terrific job supplying raked trees and everything chromed or powder-coated. The winner would score!

Finding the pallet of stuff at the Iron Horse Saloon was a trip, and I hope the Cycle Source Magazine staff received all their goods. Security was sorta lax.

I also grappled with my two Panheads and the '48 UL. I wanted to ride a different one to each event, but each bike had issues. Whenever we had a minute, we played with carbs, clutches and fuel issues.

Frankie and the good doctor came over and we tested the two Panheads. They rode them to the Deadwood Outlaw Square for a Choppers Magazine show. The left case is cracked on the UL, and I wanted Cabana Dan to take a look. I'm tempted to tear it down this winter and go through the engine.

Micah McCloskey rode fast and hard from the west coast with some Ugly brothers and needed to ride out on Wednesday after the Sturgis Museum Hall of Fame breakfast where Carlo and Emma were being inducted, also Uglys. We had limited time to meet and it turned out to be Monday morning when Hamsters and team members came to inspect the Salt Torpedo shinning in the new shop.

Just a couple of days before, we struggled with BMST, AMA and FIM Bonneville land speed record sign-up registration forms. Micah was forced to have a doctor fill out forms and sign off on his racing capabilities. We were required to take a series of photos of the Salt Torpedo. Cabana Dan helped clean and prep the liner.

At first it wouldn't start. Micah was concerned and I chased the power source to the coil, nada. Ultimately, I discovered a bad ground and ran a ground directly from the battery to the German ignition system.

The day before Micah's visit, I fixed the ground on the ignition system and Cabana Dan and I installed the new certified harness system, but Micah needed to adjust all five to his slight frame. That was one of his assignments on Monday. About 30 guys came over to check the action and watch as Micah fired the Salt torpedo, checked the controls and shifting. It was good to go, except Carl Pussar recommended a carb strap to prevent movement. I'll handle that.

The mandatory annual Hamster meeting called for required attendance at 4:30. The banquet followed. I attended the meeting, took notes and then slipped out the back door to meet with some thugs in a dark canyon about a carburetor. The Hamsters raised over \$507,000 for the Children's Hospital, Life Scape, in Rapid City, a record.

I received a call; my new FIM assigned number 5 Salt Torpedo stickers were ready at Quick Signs in Spearfish. I received another call about my Bonneville Team shirts.

The next day, Tuesday, I rode to Nemo with 200 Hamsters for the memorial ride for Hamsters who are no longer with us. The weather was perfect, and the ride up winding Vanocker Canyon into the Jack Pine woods couldn't be more amazing. I think one brother broke down.

A quick mention of the Hamsters. It's a group made of a combination of industry guys who own motorcycle shops or motorcycle companies, other businesses guys and even sports figures, but all enjoy custom bikes. The other Hamster notion or code is giving back. They support lots of charity efforts and the Sturgis Motorcycle Museum. About 30 of the Hamsters now live in South Dakota. If you're ever in a jam and need help and you stumble across a Hamster, he will help, and he'll probably buy you a drink.

We all took various roads back into towns around the region, like Deadwood, Lead, Sturgis, Spearfish and Rapid City. I steered my 5-Ball Indian into Deadwood to the Lodge for a Hall of Fame breakfast rehearsal. I was scheduled to introduce Tom Seymour, the founder of Saddlemen seats, a 2022 Sturgis Museum inductee.

Afterwards, the Redhead and I blasted into a little town west of Rapid, Piedmont and the new Saddlemen Headquarters overlooking a magnificent view of the valley below. We ran into Jeff, the V-Twin visionary, who ran several shows and several industry cats and the new boss of Saddlemen, Dave Eckart. Also Buster, from Saddlemen, enjoyed the rally for the first time in a few years.

The following day I spent half of it at the inspiring Sturgis Hall of Fame breakfast, and then spent some time with my grandson, because Frankie and Dr. Hamster planned to hit the road at the crack of dawn the next morning. Micah called and the Redhead and I slipped into Sturgis in the evening to Pappy Hoel's old digs for an Ugly dinner with Vinnie and the crew.

I received a call. Doctor Hamster's Evo FLH minus bag lids needed an air-cleaner bracket, quick. Fortunately, he handled it and the next morning they stopped by the shop before heading toward the west coast.

I peeled back to Spearfish for the Hamster barbecue and ride to Sturgis.

Suddenly, the rally seem shot, over, gone or toast. Rigs pulled out, brothers packed to cut a dusty trail in the morning and the airport got busy. Late Thursday night I received a call from Michael Lichter and his son Shawn. "Can we meet for Breakfast at Sturgis Coffee?"

"What time?" I asked.

"Early, we gotta roll to Denver," Mike said.

We met, although the times changed some. Mike is another rally master who kicks his own ass every rally, while trying to produce a world class, art/custom motorcycle exhibit annually. This is his 22nd year. He pushed himself way too hard. I can say that, and his son will roll his eyes.

"Our headlights went out at 3:00 in the morning on the way out," Shawn said. "Then the taillights became intermittent."

On top of organizing and directing this exhibit with 40 bikes and several artists, Mike commits to producing a complete photo shoot of every bike on display. A feature photoshoot takes about four hours. Do the math. He spent all night long at the Chip building many nights, without air conditioning, and was lucky to get out before 2:00 in the morning.

Plus, he was supposed to shoot the rally, for Easyriders magazine. "I couldn't get focused," Mike said.

"Plus, our SUV tailgate stopped closing and we had to bungee it," Shawn added. Then in the middle of the rally a biker at the Chip ran into their trailer with his bike, got up, dusted himself off and rode away damaging their rear fender. "No big deal," Shawn added.

There's never a dull moment at a Sturgis Rally...

--Bandit

Lane Splitting

<https://americanmotorcyclist.com>

The American Motorcyclist Association places significant emphasis on motorcycle operator and passenger safety. On every type of public roadway, motorcyclists encounter challenges from other roadway users and are constantly vigilant to unsafe conditions around them.

Perhaps one of the most dangerous situations for any on-highway motorcyclist is being caught in congested traffic, where stop-and-go vehicles, distracted and inattentive vehicle operators, and environmental conditions pose an increased risk of physical contact with another vehicle or hazard. Even minor contact under such conditions can be disastrous for motorcyclists.

The Hurt Report¹, the most comprehensive motorcycle crash causation study to date, noted that, "Moderate or heavy traffic was the situation at 59.2 percent of the accidents [studied]." Reducing a motorcyclist's exposure to vehicles that are frequently accelerating and decelerating on congested roadways can be one way to reduce rear-end collisions for those most vulnerable in traffic.

In many countries (excluding the United States), lane splittingⁱⁱ and filteringⁱⁱⁱ are normal practices for motorcyclists. Particularly in the highly urbanized areas of Europe and Asia, motorcycle and scooter operators are expected to pass between conventional vehicles and filter (advance) to the front of the group.

Recent events in the United States have renewed motorcyclists' interest in lane splitting. Therefore, the AMA has prepared this position statement to aid in understanding this issue and assist motorcyclists in deciding whether to support efforts to permit lane splitting in their states.

The University of California at Berkeley published a report in May 2015 that concludes that motorcyclists who split lanes in heavy traffic are significantly less likely to be struck from behind by other motorists, are less likely to suffer head or torso injuries, and are less likely to sustain fatal injuries in a crash.² One of the recommendations in the National Agenda for Motorcycle Safety (NAMS)³ is: "Study the safety implications of lane splitting." In support of this recommendation, the report states:

"A motorcycle's narrow width can allow it to pass between lanes of stopped or slow-moving cars on roadways where the lanes are wide enough to offer an adequate gap. This option can provide an escape route for motorcyclists who would otherwise be trapped or struck from behind. There is evidence (Hurt, 1981) that traveling between lanes of stopped or slow-moving cars (i.e., lane splitting) on multiple-lane roads (such as interstate highways) slightly reduces crash frequency compared with staying within the lane and moving with other traffic.

"Although lane splitting is allowed in just a few areas of the United States, notably California, it appears to be worthy of further study because it offers a means of reducing congestion in addition to possible safety benefits. It is widely used in many other countries."

In a statement issued by the Motorcycle Industry Council in 2014, the trade group states: "In full consideration of the risks and benefits of lane splitting, the Motorcycle Industry Council supports state laws that allow lane splitting under reasonable restrictions."

For decades, California has been the only state to permit lane splitting. While not specifically permitted or prohibited in the California Vehicle Code until 2016, lane splitting has been condoned by the California Highway Patrol. In early 2013, the CHP published lane-splitting guidelines⁵ for the first time. While the guidelines did not carry the force of law and were removed from public circulation, they provided clear indicators under which a motorcyclist might be cited for unsafe or imprudent behavior. In 2016, California passed a law⁶ (A.B. 51) that authorized the state Highway Patrol to develop guidelines for legal lane splitting.

Legislatively, there has been activity on lane splitting in several states, but only California has enacted a law.

Passing legislation to permit lane splitting may be the easiest part of the process. Significant effort would subsequently be required to educate the law

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ABATE deceased member

August 22, 2022
By Mary K. Donnay

ABATE of Arizona lifetime member RICH ERTZNER has passed away. Rich

was a member of our Phoenix-Shadow Mountain chapter. Our condolences to his family and friends. He had a contagious smile and positive attitude we will miss.

A celebration of life will be scheduled when temperatures are cooler & announced at a later date.

Rest in peace Rich

Thank you,
Mary K. Donnay



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Lane Splitting

enforcement community, officials and administrators within state departments of transportation and public safety, prosecutors, the judiciary and the general motoring public on the benefits to those groups and motorcyclists to make lane splitting safe for everyone. Using public service announcements and campaigns, traditional broadcast and print media, social media, and other forms of information sharing could assist in highlighting the safety, congestion reduction, and other benefits of lane splitting.

Taking into consideration that the vast majority of the motoring public does not ride motorcycles, we are certain non-motorcyclists do not understand the risks and the benefits of lane splitting to the riding community. Motorists in California being the exception, we believe it would take many years of experience and sub-

stantial and ongoing public information campaigns to educate non-motorcyclists to accept motorcyclists passing them between lanes of traffic.

The AMA endorses rider responsibility and actions that make roadways safer for motorcyclists. While research and evidence suggest that lane splitting may reduce a motorcyclist's risk exposure somewhat, we are cautious to issue a blanket endorsement supporting the practice. In particular, experience has taught us that the legislative process and the implementation of new laws are fraught with uncertainty. A straightforward lane splitting bill may easily be amended with provisions that the AMA and the motorcycling community would find unacceptable. Provisions such as mandatory helmet use in an adult-choice state or mandatory minimum medical insurance

coverage provisions would quickly poison an otherwise well-intentioned effort.

Motorcyclists who oppose lane splitting should remember that it is optional in California. Permitting lane splitting is not the same as requiring it, so those opposed to the practice should consider the desires of other motorcyclists who believe they would benefit from it. Lane splitting is an issue of choice.

Even with the best intentions and organization, inappropriate behavior by motorcyclists can quickly garner a large negative response from the motoring public. With the easy availability of video systems and the Internet, a few postings of public roadway stunting, such as speeding past motorists stuck in traffic, could sour a legitimate campaign to approve lane splitting in a state.

While the AMA has long advocated responsible riding practices and does not condone any behavior that violates the rules of the road, we caution that the future of lane splitting in any state could be derailed by the actions of a few irresponsible motorcyclists. Advocates of lane splitting should be prepared to counter any negative responses they receive from legislators and those responsible for implementing lane splitting laws.

Given the ongoing success of lane splitting in California⁶ and the recent enthusiasm for lane splitting and/or filtering in other states, the AMA endorses these practices and will assist groups and individuals working to bring legal lane splitting and/or filtering to their states.



MOTORCYCLE HAND SIGNALS		
 LEFT TURN Arm and hand extending left, palm facing down	 RIGHT TURN Arm out bent at 90° angle up with fist clenched	 STOP Arm out bent at 90° angle down with palm facing back
 SLOW DOWN Arm extended straight out with palm facing down while swinging arm down	 SPEED UP Arm extended straight out with palm facing up while swinging arm upward	 HAZARD IN ROAD On left point with left hand On right point with right foot
 FOLLOW ME Arm extended straight up with palm facing forward	 COME AROUND/TAKE THE LEAD Arm extended index finger pointing out while swinging arc from back to front	 PULL OFF Arm extended index finger pointing out while swinging arc from left to over head
 SINGLE FILE Arm straight up with index finger pointed up	 DOUBLE FILE Arm straight up with index and middle finger up	 RIDE STAGGERED Arm straight up with index finger and pinky up
 FUEL STOP Point to fuel tank	 COMFORT STOP Arm extended with clenched fist with short up and down motion	 REFRESHMENT STOP Fingers closed with thumb to mouth
 TURN SIGNAL ON Extend arm while opening and closing hand	 POLICE AHEAD Tap top of head or helmet with palm of hand	 CYCLE FISH BIKES & MOTORCYCLE NETWORK

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



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NPDA Embarking on Ambitious Plans for AIMExpo 2023 in Las Vegas

<https://www.cyclenews.com>

The National Powersports Dealers Association (NPDA) is planning an extensive lineup of activities for the 2023 AIMExpo—which is scheduled for February 15-17 in Las Vegas—and will include a “Summit” for NPDA’s Harley-Davidson Dealer Council and sponsoring Dealernews Top 100.

Falls Church, VA (September 14, 2022) — The National Powersports Dealers Association (NPDA) will make its presence known at the AIMEXpo 2023 in Las Vegas in February with an extensive lineup of activities.

The NPDA, founded in May 2021, currently has 220 franchise and independent dealer members, including 130 Harley-Davidson dealers. The Board of Directors of six men and three women are dealers of various brands with businesses from Alaska to Virginia, Ohio to Texas.

While the NPDA’s first year included a booth at AIMExpo 2022 in February, the

association’s “footprint” at February 15-17, 2023 show will be sizable, said Chairman Bob Althoff.

“We work hard for hard-working dealers, and our members are going to get some of our best work at AIMExpo 2023,” Althoff said. “If 2022 is any indication, next year is going to start strong and be outstanding in our efforts to promote retail excellence in our industry.”

Along with its presence at AIMExpo 2022, other successes by the NPDA this year include the following:

- Membership level increased to more than 200 members, along with 15 partners;
- Hiring of Organizational Director to help lead efforts;

- Revamped, user-friendly website and newsletter;

- Membership survey and webinar series launched;

- State franchise laws study commis-

sioned, published;

Opposition statement with Auto, Marine & RV dealers on proposed FTC rules; Harley-Davidson Dealer Council created.

The NPDA’s plans for the 2023 AIMExpo will include meetings and gatherings planned by its Harley-Davidson Dealer Council specifically for its H-D dealer members. This will include specific programming and guest speakers, along with the opportunity for Harley-Davidson dealer members to connect and socialize.

“The overwhelming request from H-D dealers we’ve surveyed is a dealer gathering,” said George Gatto, Chairman of the NPDA H-D Dealer Council and Dealer Principal of Three Rivers Harley-Davidson in Pittsburgh, Pennsylvania. “The AIMExpo is our best opportunity for Powersports dealers from around the country to learn about new products and services and gain valuable insight from experts, and the NPDA’s gatherings for Harley-Davidson dealers will provide much-needed connectivity among the ‘

Bar & Shield’ crowd.”

The NPDA is also looking to sponsor the return of the Dealernews “Top 100” program honoring Powersports dealers.

Details are still in the works, but could include unveiling the “Dealer of the Year” at the AIMExpo.

“Nothing epitomizes retail excellence in our industry like the Top 100 Dealer program,” Althoff said. “Your Dealership may be one of best in our business—we look forward to learning more about what makes it great!”

Added Darris Blackford, NPDA Organizational Director: “As a former winner of honors when I wore my ‘Marketing Director’ hat for a Dealership, I can attest that the Top 100 is a big deal in our industry. The NPDA is proud to have a role in the return of this distinguished program.”

7 Myths and Misconceptions About Motorcycle Safety

<https://www.riders-share.com>

If you love your motorcycle and go to meet-ups with others like you then you’ve likely heard all sorts of tips and stories about how to stay safe when going a ride. Sadly, there are a lot of misconceptions and myths that get spread around about motorcycle safety in these circles that leads to more people believing the wrong information. Here are 7 myths to be aware of whenever you are discussing these topics.

1. Other Drivers Don’t Care About You

This is a hard myth to debunk when a lot of people tend to be more ignorant of checking for motorcycles and being aware of their safety. However, other drivers don’t want to hit you on purpose and most would be horrified if they did. The best way to combat this is to make yourself easier to spot and harder to ignore.

2. Helmets Don’t Help

This is something that seems to be a small category of myths in and of itself

with people sharing ideas like “Helmets break necks”, “Your vision and hearing are hindered by a helmet” and simply “A helmet doesn’t help in most crashes”. “These myths have sadly become so common it is hard to break riders away from this way of thinking,” laments Carl McFadden, a sports blogger at Paper Fellows and Boom Essays. Helmets, at least those built to DOT standards, are built to save your life. In fact, most helmets now have energy-absorbing properties that can help you avoid a neck injury when you crash. They also reduce wind noise as well as provide you with eye protection which can make it easier for you to both see and hear contrary to the popular myth. Overall, you are far more likely to survive with less trauma to your head, neck and brain if you actually wear a helmet.

3. A Skilled Rider Should Be Able to Handle Almost Any Situation

It doesn’t matter how skilled you are, if a car suddenly breaks a short distance ahead or pulls out right in front of you there is nothing you could have learned that will solve the situation. The best thing to do is to try and avoid potential

dangers by scanning ahead and thinking strategically as well as being dressed appropriately so that you take less damage to yourself in the crash.

4. Streets are Safer than Highways

“It’s easy enough to see the logic here that slower is safer, but that only really becomes true when an accident begins,” says lifestyle writer Maureen Gray of UK Top Writers and State of writing. Highways at least have traffic all going one direction at a similar speed, streets tend to have several obstacles you need to be aware of.

5. Anti-Lock Brakes Aren’t Safe

Patently untrue, these are perfect for times when you are panic-braking and need to avoid lock-up. They are by far the best option for you and even allow you to actually safely practice panic stops so you have some experience that could save your life in the future.

6. When Crashing You Should Lay It Down

This is a case where it seems right but it’s

actually the worst thing you can do unless for some reason you’re about to go over a guardrail and fall a large distance. The best thing to do is brake as much as possible to reduce the speed of the crash. If you lay it down you can actually find yourself wedged under a vehicle or hitting with far too much force.

7. One Beer is Ok

Absolutely not, even if you are “unaffected” it can increase your risk to yourself and others when you drink and ride.

In the end, it’s up to each individual rider to do the research and to ride as safely as possible. Word of mouth myths and misconceptions can lead to issues if they seem to be commonly accepted and passed around. Just remember to be visible, keep yourself as safe as you can, dress for the possibility of a crash, keep your bike in top shape and avoid drinking and riding. Pick out a helmet that fits DOT standards, you can even get ones to show off your individual personality and style. And most of all, enjoy the ride.

MRF Membership Form

ABATE of Arizona

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

- Annual Individual Membership \$35
- Annual Joint Membership \$60
- Annual Sustaining Membership \$100
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ABATE of Arizona, Inc. ~ Board of Directors and ABATE of Arizona, Inc. ~ Annual Member Party

The next quarterly B.O.D. meeting will be held
October 1st, Saturday, 1:00PM
ABATE of AZ Office
7509 N. 12th Street, Phoenix
For virtual meeting information, email chairman@abateofaz.org

Our annual member meeting will be held
November 12th, Saturday, 12-4PM
JAKE'S CORNER BAR
57564 N Arizona Hwy 188, Payson, AZ 85541
(Located 20 miles south of Payson, 4 miles east of Hwy. 87 on AZ Hwy. 188)
3-Ball tournament, corn hole, live music, State and Too Broke For Sturgis merchandise.
There will also be a short Board of Director's meeting.

The Most Popular Motorcycles on Riders Share

<https://www.riders-share.com>

When you've been in the business of connecting motorcycle owners and renters for as long as we have, you learn a thing or two. People often ask us what motorcycles earn the most money on Riders Share. While it would be easy to say "baggers!" and move on, the full answer is a little more complex than that.

Before we dive in to the data, let's first set the stage. We are sharing information with you that we pulled directly from our own rental data, so it's as accurate as possible. That said, every area is going to have its quirks. Sport touring motorcycles might be more popular than baggers in one city, while supermotors might reign in another.

Averages Vs. Leaders

A few professional hosts command a large percentage of the earnings. Simply accepting 100% of booking requests will increase your earnings by 30% compared to the averages shown above (and increase your ROI by 30%). Furthermore, good acceptance rates, good reviews and a high conversion rate will increase your listing's rankings on Riders Share's search results.

The conversion rate is defined as the number of people that view your listings vs. the number of booking requests. Prices, images, reviews, listings descriptions all help increase your conversion rates.

So if you manage your listing professionally, you are likely to earn about 4x more income and ROI than the chart above, which means you can reinvest and grow your fleet into a profitable business with the perk of allowing you to ride your top 30 dream bikes,

Bookings Vs. Income

here are two different ways to look at the numbers when you're an owner on Riders Share:

Bookings - The number of times that your motorcycle gets rented. As you can see from the chart above, motorcycles on Riders Share are getting about 2x more bookings per year than RVs or boats in

other sharing platforms.

Income - The amount of money that you make from renting your motorcycle, the gear, plus any delivery or extra fees

An important consideration, perhaps the most important one, is the dollar amount you paid to enter the market. If you buy a bike for \$10,000 that earns \$100 per day, your ROI is lower than if you buy a motorcycle for \$5,000 and it rents for \$100 a day. The perfect way to go about this is to buy a motorcycle that you can later sell for a higher price and earn some income from Riders Share in the process, all the while you enjoy riding it yourself.

Another consideration is the total dollars per booking. While a scooter may have higher ROI than a touring motorcycle, it takes about the same amount of work per booking (ex. waiting for the renter to show up and taking pictures). So when in doubt, go for the vehicles that command higher order values. This is the reason why we sorted them by total earnings per booking.

3-Wheelers are quickly gaining popularity such as the Polaris Slingshot. We expect them to earn more and more as we achieve sufficient supply volumes to justify spending on their marketing.

The Top Motorcycle Models on Riders Share

Now that we've set the stage, we can look at specifics. This is where things get real interesting, and where you can start to make your decision about how you want to run your business.

irst, here's a breakdown of motorcycle models by income:

Harley Davidson Road Glide

Harley Davidson Low Rider S

BMW R1200GS

Indian Roadmaster

Harley Davidson Street Glide

Yamaha FZ-07/MT-07

Harley Davidson Sportster Iron 883

Yamaha R6

Yamaha XSR900

BMW S1000

Looking at this list, it's pretty obvious that touring bikes are highly represented when it comes to money. And for good reason! These are the motorcycles that get booked for long rentals, and of course they often rent for more per day.

Now let's look at motorcycle models by number of bookings:

Yamaha FZ-07/MT-07

Harley Davidson Sportster Iron 883

BMW G310R

Harley Davidson Low Rider S

Yamaha R6

Yamaha XSR900

Indian Scout

Harley Davidson Road Glide

Yamaha MT-09

Indian Roadmaster

While there's definitely crossover, this list is obviously more slanted toward day-trip motorcycles. These bikes also tend to rent for less money, making them ideal candidates for unplanned bookings. While there are exceptions (the Road Glide and Roadmaster touring bikes are still on the list), this list is also dominated by standard and cruisers.

Takeaways

What does all of this mean? That depends a bit on what you are looking to get out of it. But here are some facts (including some that aren't in the list) that can't be slanted:

Touring motorcycles are the top money maker

American touring bikes outpace imports

All else being equal, black motorcycles

get rented more often than white ones

Three-wheeled vehicles (Slingshots, etc.) are gaining popularity faster than any other segment on Riders Share

Good photos and descriptions matter way more than you think they do

Some bikes appear on both lists because they're cheap to rent, not because they're in especially high demand (Sportster, MT-07)

With all of that said, now you can make a more informed decision about listing your bike with Riders Share, or purchasing a motorcycle that you intend to use for rental. But if there's one fact you should keep in mind above all else, it's this:

Set high prices for 1 day rentals, and discount longer duration rentals.

You do the same amount of work for a 1 day trip than you for a 10 day long trip, but the latter earns you more and is likely to accrue less miles per day. On Riders Share, you can set high prices per day and discount them for longer duration rentals - that is why the average price appears so low. The typical booking on Riders Share these days is over 3 days long. For many people, one booking a month is enough to cover the monthly payment on the bike.

And if you rent a touring bike, it is likely the average trip duration will be even longer.

Our suggestion is to come up with a number that works for you, then figure out how to get there. Got a \$300 bike payment? How many days do you need to rent it to make sure that's covered? Ready to buy another bike? Have a savings goal with a time limit? These are all great reasons to list with us. So do the math, figure out how much rental time you'll need, and then let's do something great together.

Until next time, keep the shiny side up.

Watch Out For Each Other

<https://www.motorcycling.ca>

“Our goal is to remind everyone that motorcycles are back on our roads and trails in full force, and that we all have a responsibility to help keep each other safe,” says Chris Bourque, MCC Board Chair. “We always want everyone to be safe. Each Spring we take this opportunity to encourage safe riding habits among all motorcyclists and safe driving habits among all road users.”

Interest in motorcycling has increased significantly over the past two years. Sales of all types of motorcycles went up by 8.45% in 2021.

Street bike sales were up an amazing 18.1% last year, following an even larger jump in 2020, when lockdowns fueled sales for what could be considered the ultimate “socially distanced” form of travel and recreation.

All those new motorcycles mean that there are a lot of new and returning riders out there. “The young and young at heart riders are a primary target for safety messaging this year,” says Bourque.

“Whether you’re joining the sport for the first time or coming back to riding after an extended time away from it, we want riders to be aware of all the things they can do to increase their safety.”

This includes a few basics: Get training. Practice your skills. Develop safe riding habits. Ride within your skill limits and according to conditions. These are the best ways to ensure you can safely enjoy all the pleasures of riding. There are a number of excellent resources available to riders, many of which can be found on the MCC website ([motorcycling.ca](https://www.motorcycling.ca)). Locate basic and advanced training from schools and certified instructors. Take time to familiarize yourself with your machine.

If you haven’t been out riding for a while, reach out to an experienced motorcyclist and soak up their advice and tips. Experienced riders are typically generous with their knowledge, so don’t be afraid to ask for help. They may remind you that in early Spring there is often gravel and debris on the roads left over from Winter, and that can make cornering, braking, and stopping safely more diffi-

cult. And there’s ATGATT – All The Gear All The Time. Wearing the right safety gear and appropriate clothing is a must for all riders.

In conjunction with Watch Out For Each Other, this year’s campaign features faces of motorcyclists to reinforce the fact that when you see a motorcycle, either on the road or on the trail, you are actually seeing a person. Bourque adds, “Under that helmet, behind that visor, is a person. A motorcyclist. A friend you haven’t met yet. Let’s all Watch Out For Each Other.”

The Motorcycle Safety Awareness Month campaign is primarily shared through social media platforms of clubs and organizations across Canada, and by supportive media outlets in print and online. This year there are new tools to make it easy for individuals, companies and organizations to show and share their support. Filters, frames, and stickers that contain short messages and branding for the campaign are available on Instagram, Facebook, and TikTok. They can be added to profile photos or a favourite photo of your bike, and posted to show your support for motorcycle safety. By

using these tools, you’re also reminding your friends, family and followers to do the same. With the help of the riding community, we hope to reach as many people as possible through this grassroots effort.

Watch Out! Tips for better riding and driving

Motorists are reminded to Watch Out for motorcycles on the road. May is the start of peak riding season and there are more motorcycles on our city streets, country roads, and highways. Take that second look to better judge the speed and distance of a motorcyclist in your vicinity. Always check your mirrors and blind spots, especially before turning or changing lanes. Allow extra room to avoid cutting off a motorcyclist and allow extra space when driving behind a motorcyclist.

Let’s all Watch Out For Each Other all season long.



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. 12th 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

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

Please send resume to: deb@mrfae.org & 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 15th. 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

ABATE of Arizona Life Members

Jeanette Baker	Rusty Childress	Susan Elaine Hernandez	Robert O'leary	Tom Schwartz
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John Banks	Dawn Cowan	Carol Holland	Lane Owen	James Scott
Tom Bateman	James Crull	Jerry Holzwordt	Marshall Ozbirn	Michael Shearhart
Jack Batty	James Dare	William Hurst	Francisco Palacios	Jim Silk
Lynn Baxter	Jerry Davis	Brent Johnson	Fred Pascarelli	Joe Silk
Barry Gilbert Bell	JD Depaolantonio	Dale Johnson	Jayne Pascarelli	Judy Silva
Shawn Bell	Dawn Detelj	Bob Katsock	Michele Peltier	Christopher Smith
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Lee Bidon	Mark Epling	Koby Krick	Forrest Phillips	Gene Szymanski
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Arnold Burdett	Jeff Gorall	Kate Milner	Mike Riggin	Scott Welch
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Deborah Butitta	Tracy Gruber	Stewart Moore	Dale Robinson	Lisa Whitacre
James Butsback	Bob Gumfory	Michael Morris	Debbie Robinson	Callen Whitton
John Carmody	David Hallum	Robin Munn	Catherine Rouse	Daniel Widmar
Timothy Carney	Arlene Hamilton	Susan Murphy	Howard Michael Rudd	Jay Williamson
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Flo Catone	Bobbi Hartmann	Dennis Myer	Kenneth Sawyer	Jerry Wohlrabe
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Women are Changing the Motorcycling Landscape 2022

By Carolyn Peters

I have been frequently asked: How did you become a motorcyclist? The enquirer often has a puzzled look on their face which, if expressed in words, translates to: you just don't strike me as the motorcycling type. Well, women are entering the motorcycling industry at the greatest pace of any demographic at the moment! The reasons are as diverse as the women themselves, however many say that it is about freedom and the sense of independence; they were told they would never learn and so they were determined to prove they could, or perhaps they had always wanted to ride a bike!

I learned how to ride on the farm in rural Manitoba. It was largely a practical skill because an extra small motorbike or two on the farm meant that anyone could hop on and go deliver a message, lunch or coffee to the 'back 40' where our dad was cultivating a field and one did not always need an extra pickup truck or to walk the distance. There was no texting!

The Honda 90 was my first bike so I had to learn to shift and we made paths in the ditches or on the fields to ride in the evenings for fun after the chores and other farm work was done. My cousins and I had hours of fun riding and I loved it more than anything else! My brother was the first one to get a motorcycle for leisure riding on summer trips. This went a bit counter to the farm lifestyle because summertime is a busy season on the farm

and most farmers do not take summer vacations. However, my older brother also loved riding more than almost anything. I remember the smell of the freshly cut grass and smoke from a bonfire as I rode on the back of his bike in the evening just before sunset. We rode every evening!

It was not until I had my own career, money and adult life that it occurred to me that I too could get my license and buy a motorcycle for leisure. Even then, one of the male instructors said: I had you pegged as one of the people who wouldn't get the hang of riding a motorcycle but you surprised me! REALLY?!, I thought! Well, whatever stereotype he had in mind is what women have described many times. Gradually the landscape is changing and there are more women in leadership in the motorcycling industry, including organized associations, training and riding groups. In the last 5 years I have had the opportunity to serve on the provincial Board of Directors for the CMMG (Coalition of Manitoba Motorcycle Groups) and learned from the best about lobbying for the rights of motorcyclists and understanding how legislation can impact the safety and wellbeing of travel on a motorcycle. In January 2022 I was elected as the President of the CMMG. While this is a huge undertaking, there is an energetic set of new Board Members who are enthusiastic and committed to promoting the motorcycle industry in Manitoba!

Recently, motorcyclists would not have been eligible for the two insurance rebates in Manitoba without the CMMG lobby. In addition, insurance rates have remained more reasonable with the CMMG engaging a lawyer to represent all Manitoba motorcyclists at the Public Utilities Board (PUB) hearings.

CMMG also promotes safety, information and resources to motorcyclists across the province. As a Coalition of numerous motorcycle groups, this is the organization that is consulted about proposed legislation that could impact motorcyclists.

CMMG also publicly promotes May is Motorcycle Safety Awareness Month and this year the National safety message is: Watch Out for each other! I have had the privilege of representing Manitoba by serving at the national level on the Motorcycling Confederation of Canada (MCC) Board of Directors. Currently, I co-chair the MCC Road Riders Council. We are working on engagement strategies for road riders nationally and also actively promoting continuous skill improvement opportunities from across Canada with the belief that advanced training prevents accidents and injury, keeping riders and others road users safer. Quebec is carrying out a longitudinal study that is showing preliminary results illustrating this principle: continuous training throughout the lifetime of a motorcyclist prevents injury and accidents!

The MCC has also been actively engaging with the international motorcycling community through multiple collaborations. FIM (Fédération Internationale de Motocyclisme) is an international organization that brings riders from all regions and types of riding together. FIM Beyond Sport is the on-road, off-road, and adventure riding side of the sport. This includes priorities such as international tourism resources, support for continuous skill development and engagement in the sheer enjoyment of whatever type of motorcycle riding matters to you.

I am thrilled that my daughter and her women friends are becoming motorcyclists as they join the growing demographic of women riders. Additional work is still needed to decrease discrimination and increase access for other populations. Manitoba is growing in its inclusivity in motorcycling. The Motosocial gatherings throughout Winnipeg welcomed more than 300 different types of motorcyclists and offered a good example of inclusiveness prior to the pandemic in Winnipeg. Even during the pandemic, motorcycling interest is growing! While we wait for the community to be safe to gather again, stay safe, and ride within the provincially recommended guidelines.

ABATE ARIZONA
EAST VALLEY CHAPTER
HARD ASS RUN 2022

Registration 6:30-8AM
Last Bike in 6PM

October 22
O'Kelley's Sport
Bar & Grill
6am Breakfast
available

Mystery Poker Run
Rain or Shine
Costumes Optional

\$25 Single
\$35 Two-Up
50/50 Raffle
9mm Ammo
Raffle

