



May 2025

Volume 35 Issue 05

Distracted Driving in Arizona: Time to Get Serious

Michael Infanzon, Legislative Director, ABATE of AZ

Apr 2... Distracted driving remains one of the leading contributors to roadway crashes and fatalities across the United States. In Arizona, the problem has grown in severity despite legislative attempts to curb it. Arizona Revised Statutes (A.R.S.) § 28-914—Arizona's primary statute addressing wireless communication device use while driving—provides the framework for regulating cell phone usage behind the wheel. But does it go far enough?

Understanding A.R.S. § 28-914: The Text and Its Implications

Enacted in 2019, A.R.S. § 28-914 prohibits the use of handheld mobile devices while operating a motor vehicle. Specifically:

Subsection A makes it unlawful for a person to physically hold or support a wireless communication device with any part of the body while operating a motor vehicle.

Subsection B prohibits writing, sending, or reading text-based communication, including texting, emailing, or instant messaging.

Subsection C allows exceptions, such as using hands-free devices, GPS navigation, or swiping to accept or reject a call.

Subsection D outlines that the offense is a civil traffic violation, with a fine of \$75 to \$149 for a first violation, and \$150 to \$250 for subsequent violations.

Subsection E clarifies that officers may stop and cite violators of this statute as a primary offense.

So, technically, distracted driving via mobile device use under A.R.S. § 28-914 is already a primary offense under current Arizona law. This is an important distinction because many other forms of distracted driving are treated as secondary, meaning an officer must have a separate, primary reason for pulling over the driver before addressing distraction-related behaviors.

The statute was a long time coming—Arizona was one of the last states to enact a statewide ban on handheld cell phone use while driving. But while the passage of A.R.S. § 28-914

was a necessary first step, its real-world impact has been limited by two major factors: penalty severity and inconsistent enforcement.

The Problem: Enforcement and Deterrence Disconnect

There is no meaningful deterrent effect without consistent enforcement and penalties that reflect the gravity of the behavior. Consider this: a driver caught using a handheld device while driving for the first time may only pay \$75—less than many parking violations in urban areas.

Compare that to the potential consequences: serious injury, loss of life, property damage, and the immense financial and emotional costs that follow. The fine structure under A.R.S. § 28-914 does not create a sufficient disincentive, particularly when measured against the risk involved.

From a public safety perspective, the law does not send a strong enough message, and its impact is dulled by a visible lack of enforcement. Arizona Department of Public Safety and local police departments have not consistently prioritized the citation of distracted drivers. The reasons for this are manifold—resource limitations, ambiguous officer discretion, and competing enforcement priorities. But at the end of the day, it boils down to enforcement of statutes, and that is a separate issue that requires its own focused policy discussion.

The Case for Higher Fines and Expanded Primary Enforcement

There are two key policy proposals that should be considered in any legislative reform of Arizona's distracted driving laws:

1. Increase the Fine Schedule

The current fine range—\$75 to \$250—may seem sufficient on paper, but it fails to create a psychological or financial deterrent. The legislature should consider amending A.R.S. § 28-914 to adopt a tiered fine structure based on risk and repeat offenses, as follows:

First offense: \$250 minimum fine

continues on page 6

Board of Directors & State Officers

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 Mohave BoD Rep Donna Arnold-Post
 High Country BoD Rep Open
 Phoenix BoD Rep Scot Williamson
 Southern AZ BoD Rep Lou Vanden Plas
 Yavapai BoD Rep Dennis Banners
 Yuma BoD Rep Open

*Board of Director meetings are held
 via Zoom on the 1st Saturday of
 Jan, Apr, Jul, & Oct.
 Time to be announced.
 Members are Welcome.*

ABATE of Arizona State Office is located at:
 AZ American-Italian Club
 7509 N. 12th Street, Suite #200
 Phoenix, AZ 85020



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 Merchandise Open
 TBFS Chair Sandra Tavares

**NEW: State Officer meetings are now the
 1st Sunday of every month @ 6pm
 via Zoom. Members are Welcome.**

Contact:

Jim Butsback, jimbutsback@yahoo.com
 Cell phone, call or text 520-247-3051
 I DO NOT USE MESSENGER

Every level of member is important to the survival of our organization.

Supporter:

Joins a SMRO.
 Believes that it's important
 to be a part of it.
 Goes to a meeting
 occasionally.

Advocate:

Goes to every meeting but
 just doesn't want to take
 that next step and be an
 officer.
 Volunteers only after being
 asked.

Activist:

Goes to every meeting.
 Holds office.
 Volunteers for every event.
 Recruits new members.
 Goes to MRO events on
 their own dime.

Radical:

Goes to every meeting and
 event.
 Does everything to
 support the SMRO.
 Holds chapter and state
 offices.
 Joins other chapters.
 Volunteers for anything
 needed that promotes the
 SMRO.
 Actively recruits their
 friends, family members,
 and co-workers.

Which one are you?

You get more back when you put more in.

Camaraderie, riding buddies, a sense of purpose, feeling of accomplishment

READY to CHANGE LEVELS?

*Your Chapter & State Officers welcome your interest & enthusiasm
 Talk to them about how YOU can help grow & strengthen ABATE of Arizona*

President's Report

Greetings to all my fellow Freedom Fighters,

This past month was a very good one for our organization. On April 13th in Tucson, there was a meeting of the motorcycle safety council which has been working to establish an official council recognized by the city council. Nathan "Kraken" Deily, Will Cleveland and Francisco Peralta have all been working very hard to make his happen. We were joined by a guest speaker LT Archibald of the Tucson Police Dept. LT Archibald spoke for about an hour on the issues facing motorcyclists in Tucson and on what was being done to help.

LT Archibald stated that there has been a reduction of accidents in the first quarter of 2025. 1 out of 4 is a motorcycle. Last year 1 of 3 was fatal. He explained the issues that the city faces in changing the traffic signals to more protected left turns. He also stated that of the motorcycle accidents last year, 2 out of 3 accidents involved riders without an endorsement. Another factor is the wearing of helmets. In 50% of last year's accidents, the rider did not have head protection.

A large percentage of those in-

involved in accidents had a high level of impairment. Intersections also play a big role. Red light runners play a factor, but it is hard to give a percentage value. There are now 70 protected left turns in Tucson. The protected left turns are time based, and the lights revert back to normal function from 7PM to 7AM. He stated that DTM {Dept of Transportation and Mobility} will look into changing this as needed. Presently Tucson has about 800 sworn officers but only 15 of them are traffic officers dedicated to traffic violations.

The meeting finished with a lively question and answer period which brought up many quality questions and a lot of information was distributed.

On April 16th a group of ABATE members attended the Arizona House of Representatives session, as the House Proclamation for May as Motorcycle Safety and Awareness



Jim Butsback

Email:

jimbutsback@yahoo.com

Cell Phone, call or text

520-247-3051

I DO NOT USE MESSENGER!

Month was read to the House Members. Our group included me, Cliff Prentice, Joe Silk, Dale Dedrick and his son and Michael Infanzon.

Representative Quang Nguyen introduced our group individually in the gallery. It was an honor to be recognized and the response from the House Members was wonderful. Thank you, Representatives Nguyen and Gress for all they did to make this happen.

The Senate Bill 1107, which is the Motorcycle Safety Fund continuation has passed the Senate and has also passed the committees in the House and hopefully by the time this is published, it will have passed the floor vote. Thanks to who answered the calls to action and to Epic Policy Group for pushing this through.

As always, please be careful out there, until next month,

**RIDE FREE! RIDE SOBER!
RIDE ENDORSED!**

JIM



James Witkowski
American Legion Post 138

Damn Straight!

1264 W University Drive; Mesa, AZ 85201

Meeting host for
ABATE's East Valley
Chapter

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ABATE's E stands for EDUCATION ... The Motorcycle Awareness Program is taught by VOLUNTEERS to high school students, teaching them to safely Share the Road with motorcyclists. YOU can help get this important class into YOUR local schools! Click here to contact the MAP Coordinator.

Local ABATE Chapters

Coyote Pass Chapter

Coordinator.....Eric Spurr
 V. Coord.....Mike Degrood
 Secretary.....Jeri Wise
 Treasurer.....Denise Green
 Sgt at Arms.....Tom Love
 Membership.....Open
 Runs/Events.....Mike Degrood
 Safety Coordinator.....Roger Green
 PAC.....Open
 Communications.....Rick Wise
 Merchandise.....Open
 BOD Rep.....Eric Spurr

Contact: Mike 661-332-2308,
way2coolwheels@yahoo.com

<https://www.facebook.com/groups/4808599665893759>

The Coyote Pass Chapter meets the second Tuesday of the month at 6pm.
 Calico's Restaurant, 928-753-5005
 418 W. Beale St. ; Kingman, AZ 86401
 # # #

East Valley Chapter

Coordinator.....Joe Silk
 V. Coord.....Jeff Gorall
 Secretary.....Brett Doyen
 Treasurer.....Laura Hershey
 Sgt at Arms.....Jeff Gorall
 Membership.....Joe Silk
 Runs/Events.....Ky Sisson
 Safety Coordinator.....Matthew Reemelin
 PAC.....Gary Crawford
 Communications.....Joe Silk
 Merchandise.....Gary Crawford
 BOD Rep.....Jeff Gorall

Contact: Joe Silk, 480-628-8598
miterangers@msn.com

The East Valley Chapter meets at 10AM on the 3rd Sunday of every month at the American Legion Post 138
 1264 W University Dr, Mesa
 NW Corner of Alma School & University
 # # #

High Country Chapter

Coordinator.....Open
 V. Coord.....Open
 Secretary.....Thomas Stocks
 Treasurer.....Open
 Sgt at Arms.....Roy Whiting
 Membership.....Open
 Runs/Events.....Jacque 'Daisi' Whiting
 Safety Coordinator.....Roy 'Fatboy' Whiting
 PAC.....Open
 Communications.....Marty Bernal
 Merchandise.....Gail Howard
 Media.....Marty Bernal
 BOD Rep.....Open

Contact:

<https://www.facebook.com/AbateHighCountryChapter>

HCC meets 3rd Saturdays @ 10:30a, b'fast 9am
 @ Stanford Store, 928-537-7755
 4 Apache County Rd 8235 (Stanford Rd),
 Vernon, AZ
 # # #

Mohave Chapter

Coordinator.....Tom Aydt
 V. Coord.....Open
 Secretary.....Cynde Aydt
 Treasurer.....Donna Arnold-Post
 Sgt at Arms.....Emmette Tucker
 Membership.....Cynde Aydt
 Runs/Events.....Open
 Safety Coordinator.....Terry Campbell
 PAC.....Denny Lange
 Communications.....Tom Aydt
 Merchandise.....Open
 Media.....Open
 BOD Rep.....Donna Arnold-Post

Contact: Tom Aydt, 715-651-0770
tamedic1969@yahoo.com

<https://www.facebook.com/groups/263121160987524/>

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 Chapter

Coordinator.....Scot 'One T' Williamson
 V.Coord.....Jay 'One Y' Williamson
 Secretary.....Debby Miller
 Treasurer.....Lyn Peterson
 Sgt at Arms.....Gavin Granmo
 Membership.....John Marshall
 Runs/Events.....Cliff Prentice
 Safety Coordinator.....Ernie Lizarraga
 PAC.....open
 Communications.....Kelly Marshall
 Merchandise.....Tiffany Granmo
 BOD Rep.....Scot 'One T' Williamson

Contact: One T (text only) 480-768-8747
Ldmaau56a@gmail.com
<https://www.facebook.com/groups/1640745202851394>

Phoenix/Shadow Mountain meetings are held on the 2nd Sunday of each month at 12:30pm at
 VFW Post-1433
 7618 N 63rd Ave ; Glendale, AZ 85301
 # # #



Tombstone Brewing Taproom:
 107 E Toughnut; *Tombstone*

Tombstone Brewing North:
 3935 E Thomas Rd; *Phoenix*

Tombstone Brewing West End:
 332 N Garden Ave;
Sierra Vista

520-222-6781
<https://tombstone.beer>
matt@tombstone.beer



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Local ABATE Chapters

Southern Arizona Chapter

Coordinator.....Jeremy Krauss
 V. Coord.....Open
 Secretary.....Monica Byrne
 Treasurer.....Monica Byrne
 Sgt at Arms.....Rob Rogers
 Membership.....Jim Butsback
 Runs/Events.....Open
 Safety Coordinator.....Open
 PAC.....Open
 Communications.....Judi Miller
 Merchandise.....Open
 Media.....Open
 BOD Rep Lou Vanden Plas

Contact: Jeremy Krauss, 520-305-0231

jeremykrauss@gmail.com

[https://www.facebook.com/](https://www.facebook.com/groups/240701943485586)

[groups/240701943485586](https://www.facebook.com/groups/240701943485586)

The Southern Arizona Chapter meets the third

Saturday of the month at 10AM at the

Northwest Tucson Moose Lodge

2660 W. Ruthrauff Rd., Tucson, AZ 85705

###

Yavapai Chapter

Coordinator.....Timothy Thomas
 V. Coord.....Dan Tumey
 Secretary.....Dixie Gray
 Treasurer.....Open
 Sgt at Arms.....Lori Kludt
 Membership.....Holli Woosley
 Runs/Events.....Open
 Safety Coordinator.....Andrew 'AJ' Killian
 PAC.....Open
 Communications.....Open
 Merchandise.....Dennis Banners
 Media.....Open
 BOD RepDennis Banners

Contact: Timothy, 360-720-3465

tntblaster@netzero.net

[https://www.facebook.com/groups/](https://www.facebook.com/groups/ycabateaz)

[ycabateaz](https://www.facebook.com/groups/ycabateaz)

Meet us at 6:30pm on the 4th Tuesday of each

month VFW Bucky O'Neill Post 541

202 N Arizona Ave ; Prescott 86301

###

Yuma Chapter

Coordinator.....Open
 V. Coord.....Frank White
 Secretary.....Open
 Treasurer.....Douglas Kreag
 Sgt at Arms.....Open
 Membership.....Douglas Kreag
 Runs/Events.....Open
 Safety Coordinator.....Open
 PAC.....Open
 Communications.....Open
 Merchandise.....Open
 Media.....Open
 BOD RepFrank White

Contact Frank 'Hound' White, 209-327-0814
 for meetings details, etc

###

**Protecting Motorcyclists'
 Rights is a Team Effort!
 Support your sport by
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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 - Click in this presentation

For more information or to apply go to AMSAF.org/Helmets

continued from page 1

Distracted Driving in Arizona: Time to Get Serious

Second offense: \$500 fine and mandatory traffic safety education

Third and subsequent offenses: \$1,000 fine and license points assessed

This approach mirrors strategies used for DUI and aggressive driving statutes in other states and directly ties the severity of the penalty to the offender's behavior history.

2. Make Broader Forms of Distracted Driving a Primary Offense

While A.R.S. § 28-914 is already enforceable as a primary offense, it is narrowly limited to handheld wireless communication devices. It does not address other common distractions, including:

- Eating or drinking while driving
- Grooming (applying makeup, shaving)
- Adjusting in-vehicle entertainment or navigation systems
- Handling pets or unsecured objects

Arizona should adopt a broader "Distracted Driving" statute, modeled after jurisdictions such as Washington State or Georgia, which allow officers to cite drivers for any activity that interferes with the safe operation of a vehicle, with clear examples enumerated in the statute. This would permit law enforcement to stop drivers not just for texting, but for any form of distracted behavior that could cause harm.

Such a law should define distracted driving broadly while allowing officer discretion supported by training and public transparency. Making these violations primary offenses across the board, and backing them with data-driven enforcement campaigns, would significantly elevate the public's perception of the seriousness of the behavior.

Public Support and National Trends

Public polling has consistently shown that Americans support tougher distracted driving laws. A 2023 AAA Foundation for Traffic Safety report found that 96% of drivers believe that texting or emailing while driving is dangerous, yet 43% admit to doing it in the last month.¹ The disconnect between belief and behavior reflects the normalization of distracted driving—a norm that cannot be changed without strong enforcement and public awareness.

Furthermore, 33 states and the District of Columbia have laws prohibiting all drivers from using handheld cellphones, with most of them classifying such use as a primary offense.² Arizona's approach, while a step in the right direction, remains lenient in comparison, especially considering the increasing frequency of mobile-device-related crash fatalities.

What's Next for Arizona Policymakers?

If Arizona lawmakers are serious about saving lives and

reducing preventable traffic collisions, the Legislature should pursue the following legislative package:

1. Amend A.R.S. § 28-914 to increase fines for initial and repeat offenses.
2. Introduce a broader distracted driving statute covering all forms of distraction, not just handheld wireless devices.
3. Expand primary enforcement authority to include broader distracted driving violations.
4. Fund dedicated enforcement and public education campaigns, including data reporting by law enforcement agencies on the number and type of citations issued under distracted driving statutes.

Each of these proposals would move the state closer to a culture of accountability behind the wheel. More importantly, these measures would align Arizona's distracted driving policies with the deadly seriousness of the behavior they seek to prevent.

Conclusion: The Real Issue Is Enforcement

A.R.S. § 28-914 gives law enforcement the authority to pull over and cite distracted drivers using handheld devices. But in practice, few citations are issued, and the fines are minimal. The statute lacks the teeth to function as an effective deterrent, and there is minimal accountability for its enforcement.

At the end of the day, it boils down to the rule of law and enforcement of statutes. If law enforcement agencies are not resourced, directed, or incentivized to focus on distracted driving, the problem will persist—regardless of what the statute says. That, too, is a policy challenge, and one that must be confronted in parallel with reforming the statute itself.

Arizona must decide whether it wants to treat distracted driving as a minor infraction or a public health threat. The current law signals the former. The data, public opinion, and the growing number of senseless fatalities demand the latter. In the meantime, I will continue to voice the dangers of distracted driving.

Ride with your head on a swivel.

References

A.R.S. § 28-914 (2024). Use of wireless communication device while driving; prohibition; exceptions; civil penalty. Arizona Revised Statutes. <https://www.azleg.gov/ars/28/00914.htm>

National Highway Traffic Safety Administration, Distracted Driving 2021, DOT HS 813 451 (Mar. 2023), <https://www.nhtsa.gov/risky-driving/distracted-driving>

Coyote Pass Chapter

We had our monthly ABATE meeting last Tuesday, April 8. We had 9 people in attendance with one new person who joined our group. His name is Terry Campbell and is from Washington. He worked with an ABATE group there for 20 + years.

We discussed the upcoming Route 66 Bike Week on April 25-27. We will be manning a booth there; setting up at Thunder Rode. We'll give out ABATE info along with small trinkets. Also, Roger Green is making up business cards that we can hand out.

We had good attendance and discussed the usual stuff.

That's all I can think off for now.

Have a great day.

Rick Wise, Communications Officer

Contact: Mike Degrood, Coyote Pass
Vice Coordinator

661-332-2308,

way2coolwheels@yahoo.com

[https://www.facebook.com/
groups/4808599665893759](https://www.facebook.com/groups/4808599665893759)

The Coyote Pass Chapter meets on
the 2nd Tuesday of the month at
Calico's Restaurant, 928-753-5005
418 W. Beale St. ; Kingman, AZ 86401
#

East Valley Chapter

Due to the meeting day for East Valley falling on Easter this time, there was no official meeting. Instead, some members gathered for a ride & social on Sunday April 20 that ended at Skies Bar in Apache Junction.

Contact: Joe Silk, EV Chapter Coordinator
480-628-8598, miterangers@msn.com

The East Valley Chapter meets at 10AM on the 3rd Sunday of every month at
American Legion Post 138 @ 1264 W University Dr, Mesa --
NW Corner of University & Alma School
#



*sitting in the Elvis booth at
Skies Bar in Apache Junction*

SECURE YOUR LOAD LAW WENT INTO EFFECT September 19, 2024!!!

On ALL Arizona roads not just highways.

Thanks to Senator Shawna Bolick for sponsoring this important
legislation and championing safety on the roads!

Ch. 183, Laws 2024 (SB1376 - Vehicle loads; restrictions)

Extends vehicle load restrictions from highways to streets and roadways,
applied uniformly throughout Arizona and in all its political subdivisions.
Exempts vehicles being used for agricultural purposes on a farm.

If you have questions about the new law, please contact
ABATE's Legislative Director,
Michael Infanzon at mike@abateofaz.org



High Country Chapter

<https://www.facebook.com/AbateHighCountryChapter>

HCC meets 3rd Saturdays @ 10:30a,
b'fast gam @ Stanford Store,
(928) 537-7755
4 Apache County Rd 8235 ;
(Stanford Rd), Vernon, AZ
#

Mohave Chapter

Our last meeting was March 17 we discussed the highway cleanup. At our clean up last fall we had 6 people; 3 of whom were prior members and 3 current chapter members. Two 2 of them could not be in the ditches. Due to the increasing age, health or physical issues of our members; I recommended that we discontinue the highway cleanup. It was brought to a vote and we voted to discontinue the highway cleanup. I called the ADOT coordinator for the highway cleanup and told him of our vote; so we are officially done.

Our upcoming meeting is Monday, April 6, 6pm at the VFW in Golden Valley. We will discuss Bikefest at the end of April, different events, and if we will set up an ABATE display or just go and enjoy the events. Will have to see what the chapter wants to do.

Until next month stay safe and ride safe.

Tom

Contact: Tom Aydt

Southern AZ Chapter

Contact: Jeremy Krauss 520-305-0231
or jeremykrauss@gmail.com

The Southern Arizona Chapter meets the third Saturday of the month at 10am at the

Northwest Tucson Moose Lodge,
2660 W. Ruthrauff Rd
Tucson, AZ 85705

<https://www.facebook.com/groups/240701943485586>

Mohave Chapter Coordinator

715-651-0770, tamedic1969@yahoo.com

<https://www.facebook.com/groups/263121160987524/>

Mohave County Chapter meetings are held at 6pm on the 3rd Monday of the month at: VFW Golden Valley Post 2555 ~
6068 Supai Dr. ; Golden Valley, AZ 86413
#

Phoenix Chapter

ABATE members participated in a 'Rev and Connect' networking ride on April 13. Riders gathered at Phoenix Chapter's meeting home, VFW Post 1433 at 7618 N 63rd Ave, Glendale. The destination was Aint Nicks Tavern, located at 6840 N 27th Ave, Phoenix. About 20 riders attended.

Phoenix Chapter Vice Coordinator Jay posted a thank you message on the Chapter fb page to everyone who came out.

Contact: One T (text only)

at 480-768-8747, Ldmaau56a@gmail.com

<https://www.facebook.com/groups/1640745202851394>

Meetings are held on the 2nd Sunday of each month at 12:30pm
at VFW 1433, 7618 N 63rd Ave.; Glendale, AZ 85301
#

**Yavapai Chapter**

Contact: Timothy

360-720-3465

or tntblaster@netzero.net

<https://www.facebook.com/groups/ycabateaz>

Meet us at 6:30pm on the 4th Tuesday of each month at
VFW Bucky O'Neill Post 541,
202 N Arizona Ave ; Prescott 86301

Yuma Chapter

is reorganizing.

Want to help share the message of Motorcyclists Rights, Safety, & Awareness in the Yuma area?

Contact Frank 'Hound' White

209-327-0814

#

Thank you to our Business Member: **Reliable ReDiToo**

Thank you to Reliable ReDiToo for your business membership renewal and continuing support of ABATE of Arizona.

Also known as **Reliable Diamond Tool, Inc.**, this company offers Precision Diamond Tools for Construction in the Concrete, Terrazzo, Stone, Tile and Masonry Industries. ReDiToo is 'Home of the Award Winning Beveled Edge Disk & Speed shift system for grinding and polishing.'

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Please Support Our Business Member: **Peacock Custom Gfrix**

Peacock Custom Gfrix specializes in DTG or 'Direct To Garment' printing; using an inkjet printer & digital printing technology. It is the only shop in Mohave County that offers it. Owner Tim Peacock explains, "This process sprays the ink directly onto the shirt and soaks into the fabric to act like a dye to color the fi-

bers. It becomes part of the shirt and will last the life of the shirt. It cannot crack or peel like other methods. We also offer Direct To Film printing, which is a vibrant color, high tech method of printing on film and then using heat transfer to the shirt. This technique has been holding up really well and is a few bucks cheaper than DTG." These techniques also allow full color printing on any color of fabric.

Peacock Custom Gfrix can print on clothing, tote bags, banners, business cards, signs, and more. You can provide your own artwork or Tim



will help you to design what you want. There is no minimum order required.

The shop is located in Kingman, Arizona. Call for more info. 928-727-2231 or visit online at <https://peacockgrafix.com/>



Fighting for Arizona Motorcyclists: ABATE's Legislative Update

shared by ABATE-AZ Legislative Director Michael Infanzon, mike@abateofaz.org

Executive Summary

This legislative session has presented a significant opportunity for ABATE of Arizona to promote motorcycle safety, secure rider rights, and oppose burdensome regulations affecting Arizona's motorcycling community. With multiple bills tracked across both chambers, ABATE has actively supported, amended, or monitored legislation that intersects with transportation, freedom of movement, and safety policy. This report outlines the current status of priority legislation and marks a milestone in public awareness efforts: the successful securing of official proclamations for Motorcycle Safety and Awareness Month from the Governor and House of Representatives, with the Senate proclamation scheduled to be presented on May 1st.

Governor and Legislative Proclamations

ABATE is proud to announce that:

- Governor Katie Hobbs has issued the official Motorcycle Safety and Awareness Month Proclamation for May 2025.
- The Arizona House of Representatives has read and adopted its own proclamation recognizing Motorcycle Safety and Awareness Month from the House Floor.
- The Arizona Senate will formally present its proclamation during floor proceedings on May 1, 2025.

These proclamations mark a united recognition across all branches of Arizona government, reflecting ABATE's consistent advocacy and presence at the Capitol.

Bill Tracking Summary (as of April 18, 2025)


Key Supported Legislation

1. SB1107 - Motorcycle Safety Fund Continuation
 - o Sponsor: Sen. Shawna Bolick (R)
 - o Summary: Repeals the termination date for the \$1

motorcycle registration fee, ensuring the Motorcycle Safety Fund remains intact and protected from sweeps into the General Fund.

- o Status: Passed Senate; In House Consent Calendar
- o ABATE Position: Support
- o Notes: A major legislative win safeguarding dedicated safety resources for Arizona motorcyclists.
- 2. SB1092 - Vehicle Mileage Tracking Prohibition
 - o Sponsor: Sen. Jake Hoffman (R)
 - o Summary: Prohibits cities from tracking mileage or instituting mileage-based fees.
 - o Status: Passed Senate; Scheduled for House Floor Vote
 - o ABATE Position: Support
 - o Notes: Supports personal liberty and prevents indirect taxation of motorcycle riders.
 - 3. SB1517 - Off-Highway Vehicles; Temporary Registration
 - o Sponsor: Sen. Timothy Dunn (R)
 - o Summary: Allows out-of-state OHVs temporary registration for Arizona use.
 - o Status: Passed Senate; Awaiting Third Read in House
 - o ABATE Position: Support
 - o Notes: Strengthens off-road tourism and events involving nonresident riders.
 - 4. SCM1002 - Vision Zero; Transportation Planning
 - o Sponsor: Sen. Carine Werner (R)
 - o Summary: Arizona Legislature urges U.S. Congress to reject Vision Zero transportation policy.
 - o Status: Passed Senate; Awaiting Third Read in House
 - o ABATE Position: Support
 - o Notes: Reflects ABATE's stance on opposing policies that unfairly restrict motorcyclists' freedom under the guise of safety.

continues on page 11

<p>ABATE of ARIZONA American Brotherhood Aimed Toward Education</p>  <p>ALL BIKES. ALL RIDERS Join the fight today at www.abateofaz.org</p>	<p>LANE FILTERING IS LEGAL ARIZONA REVISED STATUTES 28-903 F The operator of a two-wheeled motorcycle may overtake and pass another vehicle that is stopped in the same direction of travel and in the same lane as the operator and may operate the motorcycle between lanes of traffic if the movement may be made safely and if the operator does both of the following:</p> <ol style="list-style-type: none"> 1. Operates the motorcycle on a street that both: <ol style="list-style-type: none"> (a) Is divided into at least two adjacent traffic lanes in the same direction of travel. (b) Has a speed limit that does not exceed forty-five miles per hour. 2. Travels at a speed that does not exceed fifteen miles per hour.
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Fighting for Arizona Motorcyclists: ABATE's Legislative Update

shared by ABATE-AZ Legislative Director Michael Infanzon, mike@abateofaz.org

continues from page 10

Legislation with Amended Positions or Watch Status

9. HB2235 - Lane Use Signage; Civil Penalty
 - o Sponsor: Rep. Teresa Martinez (R)
 - o Summary: Mandates ADOT to post signage requiring slower vehicles to keep right, with civil penalties for violations.
 - o Status: Passed House; Awaiting Senate Rules Committee
 - o ABATE Position: Amend
 - o Notes: While the intent aligns with safer highway navigation, ABATE is seeking clarification on application to motorcycles and implications for lane discipline expectations.
10. HB2887 - Alternative Fuel Vehicles; HOV Access
 - o Sponsor: Rep. Kevin Volk (D)
 - o Summary: Expands alternative fuel vehicle access to HOV lanes with sticker and special plate.
 - o Status: Passed House; Senate Consent Calendar
 - o ABATE Position: Monitor
 - o Notes: Could indirectly affect motorcycle access to HOV lanes; ABATE is tracking for any possible precedent-setting impact.

Dead or Dormant Legislation

No ABATE-priority bills have been formally listed as dead as of the date of this report. Several bills have yet to be calendared for final votes or Rules hearings, indicating that

active monitoring remains essential through the remainder of session.

Interim Advocacy & Stakeholder Engagement

As we move toward adjournment sine die, now is the time to begin strategizing for 2026. ABATE will host interim stakeholder meetings to:

- Gather grassroots feedback and rider experiences.
- Explore member-driven legislative proposals.
- Address emerging issues including autonomous vehicles (Waymo) and red light fatalities.
- Follow through on unresolved issues with lane filtering and insurance discrimination.

Riders, board members, and area leads are encouraged to document and share real-world stories and data from your regions. This will guide the development of next year's legislative priorities.

Final Note

ABATE's visibility and effectiveness at the Capitol remain strong because of coordinated membership engagement and strategic legislative tracking. The recognition from all branches of government in proclaiming May as Motorcycle Safety and Awareness Month is a clear signal that our voices are being heard.

Let's carry this momentum forward—on the road, in the Capitol, and across the state.



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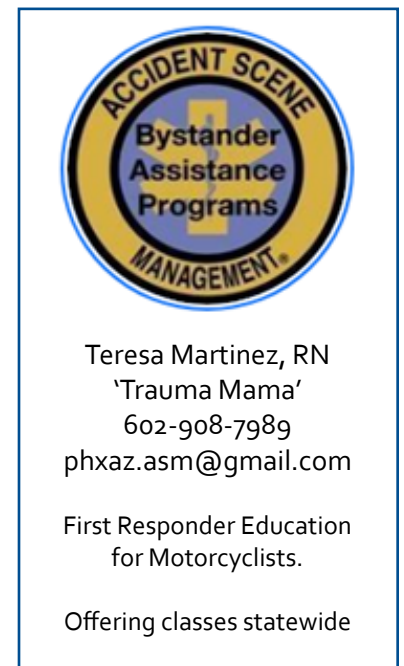
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Member story -- All Along I-40: A story about riding halfway across the U.S. and back.

What follows is a stream-of-consciousness-style account of a ride my brother and I took from Arizona to Arkansas and back in the summer of 2024. I've tried to highlight the humor where possible.

It's morning. 6 a.m. Morgan showed up early so we could be on the road with the sunrise. After much discussion, we've agreed to make this trip—18 hours, ~1,100 miles from Phoenix, Arizona to Fort Smith, Arkansas. We are prepped and ready to roll. It'll be a week in Arkansas, riding through the picturesque hills we grew up in but haven't yet explored on two wheels. Members of our dad's VFW Riders unit will be leading the way. Mom and Dad will be driving one of the support cars, and we know that our presence means a lot to Dad. It's a chance to hang out as a family, see some sights, and share a hobby. This promises to be a good time.

More than a little planning has gone into this. We've made the drive on four wheels for years—going home to visit the folks for holidays, attending funerals, appearing in weddings, etc. We have a preferred route, preferred stops, and a general idea of what the drive is like. But the ride? That's new. We've spent hours discussing every aspect of the plan, making changes and debating options.

Much of that debate has centered on whether to split the trip into two days. Overnight in Albuquerque? Amarillo? OKC? We're both young men, used to one-shotting this drive, and neither of us wants to admit any hesitation about 18 hours in the saddle. We've done plenty of 12–15-hour days making large loops around Arizona. It's just another few hours, right?

Right?

Our steeds are both relatively shiny and new—his is a 2023 Honda Rebel 1100 DCT Touring and mine is a 2022 Can-Am Ryker 900. Both are outfitted to our liking and

have seen thousands of miles through Arizona's mountains and valleys. Seat upgrades, windshields, top cases, luggage racks—you name it, we've got it. Oil changes are fresh, tires and brakes are good, fluids are full.

One small caveat—my Ryker has been having an issue with going into limp mode on curves, for some unknown reason. It's not fun. The bike will be cruising along just fine, and then, in a steep curve with a rise or descent, it'll suddenly limit RPMs, cut top speed to 55 mph, and disable cruise control. No warning. No reliable roadside fix. Even a freeway interchange in town once set it off. The cause is unknown, and the fix is just as elusive. Blind luck or a visit to the dealer is the only cure. But the dealer gave it a clean bill of health, and last weekend's shakedown run was uneventful. I'm pushing the issue out of my mind and staying positive. Morgan recently upgraded from his own Ryker to the Rebel, and I know he doesn't want to make this trip alone. We're doing this as a team.

With the bags packed, we set out. Up 87 to Payson. From there, through Heber to Holbrook and onto I-40. The sun is shining, the weather's warm enough to make us want out of the Phoenix Valley before it really heats up, and we're happy to be on the road.

Morgan offers me a new gadget—earplugs that supposedly cancel out road noise while still letting through comms and music. I'm skeptical but accept the pair he offers. They feel weird, but everyone's always pushing earplugs at me, so I give it a shot.

Highway 87 to Payson is uneventful. It's Friday morning, so there's some early weekend traffic, but we wind our way through it. We've agreed to stop at the usual place in Payson to top off before hitting the Interstate.

At the fuel station, Morgan is complaining of nausea from the earplugs. He doesn't usually complain, so it must be bad. My helmet doesn't play well with anything in my

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ears, so I'm glad to ditch them too.

We set off from Payson and hit 260. Temps drop as we climb into the Mogollon Rim. The bikes feel great and the turns are fun, as always. Euphoria.

And... limp mode. The Ryker's throttle falls away, cruise control cuts out. Dread. This trip just isn't going to happen. I tell Morgan, and he urges me to continue at least to Holbrook. We've got a couple of roadside fix theories to test if it happens again.

We stop just before the turn north in Heber to call the dealer. There's construction traffic anyway. At another fuel station, I go back and forth with the mechanic. He can't figure it out. Wants me to bring it in. Not happening. I just need a short-term fix. No help.

We muddle on to Holbrook. Maddeningly slow.

In Holbrook, we try a couple of things. Already behind schedule, we stop for a late breakfast and leave the battery unhooked for an hour—a rumored fix. No luck.

Next, we try a new battery—another suggestion. Still nothing.

I think about giving up. Call Dad, explain the situation. He'd understand. But after some discussion, Morgan decides to go it alone. Not

ideal, but one of us should make the ride. We say goodbye. He heads for the interstate. I turn back toward Heber.

But the I-40 on-ramp taunts me. I already took the week off. There's nothing actually wrong with the bike. The dealer said it's a glitch, not a failure. It's functional.

I swing onto the on-ramp and call Morgan. It'll be slow, but screw it—I'm doing this. He pulls over to wait for me. We agree: 55 mph all the way, if we must.

The desert grind is slow—painfully slow. Semis blow by at 70+ mph. Cars are annoyed. We push on.

Albuquerque weekday traffic in limp mode is hell. At the fuel stop, I seriously consider a hotel and turning back. Still, we press on.

Tucumcari, New Mexico. The sun's down. We're hilariously behind schedule. Mom's worried. I push Morgan to stop in Amarillo. We'll join the ride late. He's not thrilled. I get it. I've ridden 700 miles in limp mode. Fuel efficiency is great. My mood isn't.

Then, magic—on the on-ramp, full throttle returns. Cruise control. I yell in triumph. We peg the throttles and take off like bats out of hell.

Texas flies by. Amarillo comes and goes. Morgan talks me into pushing to OKC. Just three hours more

and we can catch the group. There's a rain system behind us. We're racing it, the clock, and our exhaustion.

OKC. Rain catches us. We stop early for fuel and gear up. It's 4:30 a.m. We're grumpy but agree to push on.

On the on-ramp, fate strikes again. A massive jolt—my front left tire is suddenly at eye level. Morgan swerves. I hit a full semi-truck wheel lying in the dark.

I pull over. Bike's running, tires hold air, but the windshield is wrecked and something's wrong up front.

A state trooper checks on us. Others have hit it too. He confirms we're uninjured and moves on. The rim's bent. This is bad.

Tow truck. Field repair planning. Morgan notes we were 30 miles shy of the Iron Butt Challenge—1,000 miles in 24 hours. So close.

Tow truck drops me at a tire shop. They're open—but won't touch a motorcycle.

Rain pours. I buy a ball peen hammer from a hardware store and beat the rim into shape. It works, somehow.

Drenched. Hood slips off, water down my back. I'm soaked. Good times.

Mom and Dad arrive. Dad agrees:

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the bike might make it, but a proper repair is needed. We're exhausted. I book a hotel. We're done for today.

Morgan crashes hard. I nap. Dad and I look for a solution. Shops are closed. One can fix the wheel—but not for days. They won't budge, even with money.

Sunday morning: we buy a small trailer. Haul the bike to Fort Smith. Mercifully uneventful.

Monday: I get the wheel repaired. The bike's ready. We've missed three days, but we'll catch up in Hot Springs.

Hot Springs is a chill stop. Shopping, sightseeing.

Next, Mount Nebo—short but scenic. Great views. The bikes shine. I note a nearby dealer, just in case.

Wednesday: limp mode returns. I fall behind the group but manage. I peel off for that dealer. They clear the code, no lasting fix. Canadian engineering is on my mind.

Thursday's ride promises big views. The group sets off. I make it to the first overlook, then limp mode again. I turn back. Same dealer, same

fix, same frustration.

I baby the bike. We leave Monday. I must be back by Wednesday. The fun is over. It's about getting home.

Morgan's still enjoying the ride. He moves up in formation—turns out the rider ahead of him has health issues. Morgan politely asks to move. I'm glad he's enjoying himself.

I hang out with Mom and Dad. It's tolerable, even if I'm not riding.

Final ride done, we return to Fort Smith. I risk the winding road—nervous the whole way.

3 a.m., Monday. Time to head back. I coax the Ryker down to I-40. So far, so good.

Miles fly. Oklahoma, Texas—done. We've booked Albuquerque for the night. Lesson learned.

Halfway through New Mexico, the Rebel shows a coolant temp light. Weird. We pull over—it goes away. Top off coolant. No obvious issue. It's hot out. We slow down.

Two more stops. Still nothing obvious. I find a Reddit post: the radiator needs airflow. Morgan's fork bag might be blocking it. He removes it—the issue vanishes.

During a stop, a sudden pain in my left hand. My wedding ring has superheated under the glove and blistered my finger. More good times.

Albuquerque is blissfully uneventful. We agree: this is a two-day ride.

South of Holbrook, I hit a bump, scrape something, and go into limp mode. Then it clears. Infuriating.

Coming into Payson—limp mode again. I send Morgan ahead. We're nearly home.

In Payson, the limp mode clears—then comes back on the curves south of town. I stop at a small-town dealer—they can't even clear the code.

I'm done with this brand. Done, I say.

I limp the bike to my Phoenix dealer (still closed), drop it in front of the gate. Who's going to steal it? It barely runs.

I Uber home. Trip over.

Dealer calls next day—I ask for a trade-in. A couple of months later, my three-wheeler has morphed into a Honda Fury—a sleek, factory chopper with clean lines and a famously bulletproof drivetrain.

Just the same, we're reckoning on trailering the bikes for the next trip.

Regards,
Trevor Godfrey

Editor:

How many of us can relate to 'stuff' like this happening to us on a road trip? Wind, rain, hail, breakdowns, road hazards, and more.

How many of us recall still coming home & saying, wow what a good trip that was ~ lol!





MRF News:

UPDATE: Autonomous Vehicles NHTSA Changing Rules For Domestic Car Makers

April 26, 2025 - Washington DC ... Thursday, the National Highway Traffic Safety Administration (NHTSA) announced that it is updating rules to allow domestically produced autonomous vehicles to qualify for exemptions from U.S. auto safety standards previously offered only to imports. NHTSA will continue to require car makers and other companies to report crashes involving self-driving systems while loosening some reporting requirements.

NHTSA Chief Counsel Peter Simshauser said of the move that NHTSA is "Actively engaged in developing a multi-faceted regulatory framework for vehicles with automated driving systems."

It is still too early to know how these changes will impact motorcyclists. However, the move does signal a push by the Trump Administration to remove previous restrictions on self-driving vehicles. For the last decade, the Motorcycle Riders Foundation (MRF) has been raising concerns that this new technology may be unable to recognize and react to motorcyclists. Now more than ever, the MRF will remain vigilant, work with our partners on Capitol Hill and fight to protect the safety of everyone on our national roadways.

MRF News: Friday From DC **Call To Action: S. 1379** **Getting The Senate Onboard** **REPAIR Act 2025**

April 25, 2025 ... Earlier this month, two (2) members of the U.S. Senate introduced a new Right-to-Repair bill. This bill is similar to the House version, H.R. 1566 and has the same name, the "Right to Equitable and Professional Auto Industry Repair Act" or simply the "REPAIR Act." The Senate version of the REPAIR Act, S. 1379, was introduced by Senator Ben Ray Lujan of New Mexico and Senator Josh Hawley of Missouri.

Senate bill S. 1379 represents the first time a Right-to-Repair bill of this nature is being introduced in the U.S. Senate. Previous versions of the REPAIR Act have passed the House of Representatives, but this action in the Senate clearly demonstrates the growing interest in Right-to-Repair legislation.

According to Senator Lujan, lead sponsor of the bill, "Giving vehicle owners, independent repair shops and aftermarket manufacturers access to vehicle repair and maintenance data is critical to improving repair options." The Motorcycle Riders Foundation agrees and we hope other Senators support this effort.

About Motorcycle Riders Foundation


The Motorcycle Riders Foundation (MRF) provides leadership at the federal level for states' motorcyclists' rights organizations as well as motorcycle clubs and individual riders. The MRF is chiefly concerned with issues at the national and international levels that impact the freedom and safety of American street motorcyclists. The MRF is committed to being a national advocate for the advancement of motorcycling and its associated lifestyle and works in conjunction with its partners to help educate elected officials and policymakers in Washington and beyond.

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Let's talk some more about our *Safety* When Riding ... *Stay Hydrated, Stay Alive*

I rode down to Tucson and back the other day. Sun all day. No clouds, no break, no mercy. By the time I pulled back into my driveway, I felt it. Drained. Worn out. Like I had run a marathon instead of spent the day doing what I love.

It was a hard reminder: dehydration sneaks up on you, especially in Arizona, and especially when you're spending hours riding in the summer heat. And it wasn't even that warm. The wind cools you off just enough to trick your brain into thinking you're fine. But underneath that, your body is working overtime trying to keep up. If you're not ahead of it, you're falling behind - and on a bike, falling behind can be deadly.

When I got home, I slammed down two big glasses of water and a Gatorade. Even then, it took hours to feel right again. I know better. I thought I was drinking enough on the road, but the desert doesn't play around.

One thing I realized: if you ride fully geared up - helmet, jacket, gloves, boots - you're even more at risk. You're carrying extra layers of insulation. You're sweating constantly, and that moisture evaporates so fast at highway speeds you don't even notice. It's easy to think, "I'm not that sweaty, I must be fine." You're not. You're losing water with every mile. And the signs of dehydration - headache, muscle cramps, dizziness - don't usually hit until you're already in trouble.

I've started treating hydration the same way I treat checking my oil or tires before a ride. It's part of the pre-ride checklist now. I hydrate the night before if I know I'm going to be out for a long ride. I hydrate before I ever

fire up the motor. I pack water with me even if I think I won't need it. And not just a little bottle either. Enough to refill if I stop somewhere.

For longer rides, I rotate between water and something with electrolytes, like Gatorade. Straight water can flush out your salts if you overdo it. Electrolytes help keep the balance your body needs. If I feel thirsty, that means I'm already behind. I aim to sip regularly, even when I don't feel like it.

I also started planning my stops more intentionally. Every 60 to 90 minutes, I get off the bike, find some shade, drink, stretch. It's not just about comfort - it's about staying alert. Dehydration makes you slow. It dulls your reaction time. It turns small risks into big ones. And none of us can afford to lose focus on a motorcycle, especially in busy summer traffic.

We do a lot to stay safe on two wheels. We take riding courses, we learn defensive techniques, we fight for awareness. But sometimes the biggest danger isn't the car in the next lane - it's the water bottle we forgot to bring.

Next time you roll out for a long ride in the heat, treat hydration like life insurance. Stay ahead of it, not behind it.

Ride safe. Drink up.

Michael Infanzon
Legislative Director, ABATE of Arizona



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Riding For the Missing in America Project

Fellow ABATE-AZ member Dan Widmar is also active with the Missing in America Project. We appreciate that he chose to share some of his thoughts, photos, and experiences here in the *MasterLink*.

The purpose of the [Missing In America Project {MIAP}](https://www.miap.us/) is to locate, identify and inter the unclaimed cremated remains of American veterans, spouses of veterans, and minor children of veterans through the joint efforts of private, state and federal organizations. MIAP provides honor and respect to those who have served this country, by securing a final resting place for these forgotten heroes. {from their website <https://www.miap.us/>}

The number of times that a Veteran's cremated remains have literally been Lost in America is truly sad. As

example, a Veteran may have no one to claim his or her remains. They end up on a shelf or in a storage area of a funeral home or crematorium. MIAP has a network of private, state, and federal organizations that work to find, claim, identify, and then properly inter these remains.

Dan is proud to have helped escort some of the unclaimed veterans from mortuaries to their final resting places in Veterans cemeteries; along with members of the American Legion and A.B.A.T.E. According to the MIAP website, the organization was established in January 2007. Since then, there have been 7,068 internments conducted to provide final honors for these Veterans. Dan shared that this ongoing project is open to anyone who would like to be involved.

On Wednesday May 21, 2025 the Missing in America Veterans Recovery Program along with the National Memorial Cemetery of Arizona will lay to rest 14 unclaimed Veterans. All veteran groups are welcome to participate. An escort procession will gather at Eastlake Funeral Home 1715 E Jefferson St in Phoenix AZ 85006 at 8am. Departure will be at 9:15am. The Honor Service will commence 10am at National Memorial Cemetery of Arizona, 23029 N. Cave Creek Rd in Phoenix. All are welcome to attend and pay their respects. For more information about this escort, contact Mark Wells at 602-363-9027 or arizona@miap.us

For anyone who is interested in learning more about or volunteering for the Missing In America Project, visit the Missing In America Project website at <https://www.miap.us/>



CALENDAR - Upcoming ABATE-AZ / Members / MRO Events

May 1 {Thurs}: Arizona Senate will formally present its Motorcycle Safety and Awareness Month proclamation during floor proceedings. FMI: lobbyist@abateofaz.org

May 3 {Sat}: Water Drive Kick off Party hosted by ABATE-AZ members Crystal & Alan of Bikers With Purpose. 11a-4pm at Superstition HD. They are collecting water all month long. Donations go to 'Bottles For Bill' and the Red Mountain Community Center. Water donations can be dropped off at SHD, On the Green, Yellow Door Tattoo until the Water Drive Wrap Party on May 31.

May 17 {Sat}: [AMSAF's Riding For the Long Haul](#) event, 5:30 to 9:30pm at Marriott Phoenix Chandler - 1600 South Price Rd., Chandler, AZ 85286. Join [AMSAF](#) for an evening of tropical fun, island vibes, and fundraising! Dress in your best Hawaiian attire and get ready for: Delicious Cuisine; Live Entertainment; Silent



Auction; and much more! FMI: <https://www.amsaf.org/rftlh/>

May 19-20 {Mon-Tues}: Bikers Inside The Beltway, hosted by the Motorcycle Riders Foundation in Washington DC. FMI: <https://www.mrf.org/events> , 202-546-0983

Jun 8 {Sun}: [Accident Scene Management Class {ASMC}](#) 100 Series Basic Course; at VFW Post 1433, 7618 N 63rd Ave, Glendale. Reduce tuition cost with discount code HWLT. FMI: Trauma Mama 602-908-7989, phxaz.asm@gmail.com , <https://www.facebook.com/azasm1>

Jul 12 {Sat}: [Accident Scene Management Class {ASMC}](#) 100 Series Basic Course; at Breyer Law Office, 3840 E Ray Rd, Phoenix. Reduce tuition cost with discount code HWLT. FMI: Trauma Mama 602-908-7989, phxaz.asm@gmail.com

Aug 16 {Sat}: [Accident Scene Management Class {ASMC}](#) 300 Series Advanced Course; at Breyer Law Office, 3840 E Ray Rd, Phoenix. Reduce tuition cost with discount code HWLT. FMI: Trauma Mama 602-908-7989, phxaz.asm@gmail.com

Sept 25-28 {Th-Sun}: MRF's 41st Annual Meeting of the Minds, being held in Shreveport, Louisiana at Sam's Town Hotel & Casino. FMI: <https://www.mrf.org/events> | 202-546-0983, email mrfoffice@mrf.org or Fred@mrf.org

Oct 24-25 {Fr-Sa} [ACMC's Riot on the River](#) at Winkleman Park on the Gila River. Games, vendors, music, & more. Save the date. More details TBA. FMI: BilletLDMC@gmail.com

Dec 21 {Sun} [AZ Confederation of Motorcycle Clubs {ACMC}](#) Christmas Toy Benefit. Details TBA. FMI: BilletLDMC@gmail.com



Independent Motorcycle Aftermarket PROTECT YOUR BUSINESS!

It's time for independent aftermarket motorcycle businesses to unite and join the **Independent Motorcycle Aftermarket**. The IMA is a growing network of aftermarket shops and suppliers who believe in unity in purpose toward common goals.

Unity in purpose includes:

- ✓ Passage of Right to Repair legislation
- ✓ Protect the right to modify
- ✓ Protect the internal combustion engine
- ✓ Maintain the availability of fuels not harmful to motorcycle engines
- ✓ Fight End of Life Directives

Join your independent motorcycle business owning peers to protect our investment and the future of motorcycling. The **Independent Motorcycle Aftermarket** works with the Motorcycle Riders Foundation and has your back!



www.mrf.org