

KRACKEN, Nathan Deily –  
MMA Designated Lobbyist

Following a meeting with the Legislative representatives of all the CMC organizations last month, it has been determined that the CMC will coordinate all legislative activities through the NCOM/CMC legislative rep Rick from Sons of God. An initial meeting is being scheduled for November following the Riot on the River event.

Also discussed was the in-

tent to have two separate events at the Capitol this year - a rally and a separate "lobbying day". The Rally would occur as usual, but the lobbying day would be a special event for constituents and lobbyists to meet with their elected representatives.

In other news, the Q3 expense report was filed timely.

Nathan "Kraken" Deily  
AZ MMA Lobbyist

## 37th Annual Meeting of the Minds

One of the most important events at Meeting of the Minds is the legislative strategy session. Each year, during this session, state motorcycle rights groups develop the federal legislative priorities for the following year. Items are discussed, debated and eventually voted on, with each Sustaining State Motorcyclists' Rights Organization (SSMRO) having a voice and a vote. Legislative priorities are placed in one of three categories, "High," "Medium" and "Monitor". These priorities will serve as a roadmap, for the Motorcycle Riders Foundation Washington D.C. team, as we focus on 2022.

While you can see the full detailed list of priorities in the next American Bikers' Journal, below is brief preview of the "High" priority items approved during the session.

**Profiling:**  
Continue pursuit of the House anti-profiling resolution mirroring the Senate version that passed unanimously. Build momentum for inclusion of anti-profiling language in other legislation.

**Renewable Fuels:**  
Advocate for targeted changes to the Renewable Fuel Standard (RFS).

**Autonomous Vehicles:**  
Advocate and monitor any legislation or regulations related to motorcycles concerning connected and autonomous vehicles.

**Emission Regulations:**  
Engage the EPA & Congress on any activity related to motorcycle emission regulations.

**Definition of a Motorcycle:**  
Educate policymakers and advocate for change to current definition, that

better reflects the current two- and three-wheel motorcycle landscape.

**Crash Avoidance:**  
Continue to promote the theme of crash avoidance versus safer crashing urging NHTSA and the DOT to focus on crash prevention and rider education.

**Helmet Laws:**  
Oppose any mandatory federal helmet, apparel or conspicuity standards.

**Black Box:**  
Pursue legislative language that any collected or available vehicle data is the property of the consumer and in which the consumer has the choice to opt-out of having their personal data communicated to interested parties.

**Surface Transportation Reauthorization (Highway Bill):**  
Advocate and pursue legislative efforts that impact motorcyclists in the Highway Bill, now set to expire in 2021.

Additionally, new topics were added to the broader agenda including threats to the internal combustion engine, lane splitting and potential changes to transportation taxes.

Remember, as part of your MRF membership you receive an issue of each American Bikers' Journal (ABJ). Not a Member of MRF? Click here and join today! The next ABJ is where you will find more details on these specific priorities, as well as the list of over a dozen other priorities in the "Medium" or "Monitor" categories.

Looks like 2022 will be a busy year!



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# Motorcycle Patriot

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### DEADLINE FOR PUBLISHING

All materials for consideration in the next March 2022. Any materials received after the deadline will be considered for a future issue.

Submit materials to:  
editor@mma-az.org

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<b>Verde Valley District</b>	District Manager Asst. District Manager Secretary Treasurer Sgt. at Arms	Patty Eames Gary Wilharm Karen Beebe David Goldstein, Harley Kipena	928 821 3894 928-300-2242 928-921-9073
Meetings 2nd Sunday of the month at 11:00 am at the American Legion Post 25, 480 S. Calvary Way, Cottonwood, Az. 8632			

## MMA of Arizona Life Service

Mike Bennett Tom and Lynna Buohl Fritz Clapp, Esq Tom Corr Dick “Turtle” Davis* Dave Deckwa Marysia Deckwa Mick Degn Bob Gates Howard Gelman James Gonzales Lee Gonzales	Mary Hart Bobbi Hartmann Ed “Hollywood” Holyoak Becca “Vine” Holyoak Joseph Hoodak Ray “Rayman” Huston Tambria Kirk-Huston Teri Kelley* Butch Kirkham Carl Letzin Joanne Letzin “Pipe” Loomis	Stony Monday Steve “Muskra” Musgrave Janie Picciano Tony Picciano Wes Sellards Mike Shearhart Willie Shearhart Edward “Jersey” Smith Betty McDonald-Swinford J. Swinford Mike "Cooch" Menoche
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## MMA of Arizona Life Membership

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<b>High Country District</b> Marlin Kessler Colin MacDiarmid* Stony Monday				<b>Co-Founders of MMA-AZ</b> Joe Eggleston, Esq.* AIM Attorney Richard Lester, Esq. AIM Attorney
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			<b>White Mountain District</b> Tim Belous Randy Cridner John “Oilcan” Fields* Bob Kirby	



# MMA of Arizona District Meeting Times & Locations

**Eagle/Leather District**  
2nd Saturday of every month, The  
Beaver Bar (602) 944-4644), 11801 N  
19th Ave, Phoenix, AZ 85029

**Rim Country District**  
2nd Sunday at 10 am  
American Legion post 69  
on Hwy 260  
Payson, AZ

**Verde Valley District**  
We still meet 2nd Sunday at 11am,  
Moose Lodge # 1449 - 1051 S. Broad-  
way,  
Clarkdale, AZ 86324

## What is the MMA?

MMA is a Motorcyclists Rights Or-  
ganization (MRO) comprised of mo-  
torcyclists and motorcycle  
enthusiasts who are concerned with  
the future, safety, and welfare of  
motorcycling. We are a non-profit,  
educational organization dedicated  
to improving the social atmosphere  
that surrounds motorcyclists, and  
protecting the individual freedoms  
of citizens.

We are an association that lobbies  
and educates the government and  
the general public to promote mo-  
torcycling in a safe and positive  
image. When you become a mem-  
ber of the MMA of Arizona, you  
make a difference in the ongoing  
mission to protect your right to ride  
and enjoy the motorcycle of your  
choice, your choice of riding ap-  
parel, and when and where you can  
ride a motorcycle. These issues are  
real and present in today’s “protect  
yourself from yourself” political en-  
vironment. This holds true for all  
levels of government.

At the state level we have a lobbyist  
who regularly visits our state capital  
to lobby our legislators on the is-  
sues concerning the motorcyclists  
in Arizona. On the national level we  
are aligned with the National Coal-  
ition of Motorcyclists (NCOM), and  
several other motorcycle rights or-  
ganizations.

Memberships are open to anyone  
regardless of what type of motorcy-  
cle you ride, if any. All memberships  
include: The Motorcycle Patriot  
Newsletter, Membership Card,  
\$4,000 Accidental Death & Dis-  
memberment Benefit, Event Up-  
dates, Voting Guides, and the  
ability to interact with some of the  
most politically active motorcyclists  
in the state of Arizona.

The MMA of Arizona needs the sup-  
port of all motorcycle riders and we  
hope you will consider joining this  
dedicated organization.

Please join us in the cause to pro-  
tect your rights.



## Join the MMA Today!

MMA of Arizona  
P.O Box 5113  
Glendale, Az 85312

Please print clearly and completely. Mail this form along with payment to address above.

### PERSONAL MEMBERSHIP

Individual Annual: (\$25.00) ☐ Individual Lifetime: (\$250.00) ☐  
New to MMA-AZ: ☐ Renew a Membership: ☐ Update/Transfer Membership: ☐

Check the district you wish to join - You may join any one district of your choice

Eagle/Leather ☐ Superstition ☐ Rim Country ☐ Verde Valley ☐ White Mountain ☐

First Name: \_\_\_\_\_ Last Name: \_\_\_\_\_ Road Name: \_\_\_\_\_

Phone 1: \_\_\_\_\_ Phone 2: \_\_\_\_\_ Email: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Registered Voter: Yes ☐ No ☐ Volunteer: Yes ☐ No ☐

### BUSINESS MEMBERSHIP

Business Annual: (\$120.00) ☐ Business Lifetime (\$500.00) ☐  
New to MMA-AZ: ☐ Renew a Membership: ☐ Update/Transfer Membership: ☐

Check the district you wish to join - You may join any one district of your choice

Eagle/Leather ☐ Superstition ☐ Rim Country ☐ Verde Valley ☐ White Mountain ☐

#### Business Category:

Bar and/or Restaurant ☐ Lodging ☐ Clothing ☐ Motorcycle Repair/Parts/Accessories ☐  
Real Estate ☐ Services & Miscellaneous ☐ Organizations or Clubs ☐

Business Name: \_\_\_\_\_ Business Website: \_\_\_\_\_

Business Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Business Contact 1: \_\_\_\_\_ Business Contact 2: \_\_\_\_\_

Signature: \_\_\_\_\_ Today's Date: \_\_\_\_\_

Recruited By: \_\_\_\_\_

Received By: \_\_\_\_\_



### Receipt for Membership -MMA of Arizona

Received By: \_\_\_\_\_ Amount: \$ \_\_\_\_\_ Date: \_\_\_\_\_

Cash: Check #: \_\_\_\_\_ Note: \_\_\_\_\_

Join MMA online - <http://mma-az.org/about/mma-az-membership>



# NCOM NEWSLETTER

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

## SELF-DRIVING VEHICLES COMING YOUR WAY

Circling back to the NCOM Legislative Task Force Meeting during the recent NCOM Convention in Des Moines, Iowa, examining existential threats to motorcycling, NCOM-LTF Member Ed Schetter notified the NCOM Board of Directors that “Mercedes Benz is claiming the first Level 3 autonomous technology will be in production for their 2022 EQS equipped with Drive Pilot.”

Level 3 is known as conditional driving automation, and it uses various driver assistance systems and artificial intelligence to make decisions based on changing driving situations around the vehicle. People inside the vehicle do not need to supervise the technology, meaning they can engage in other activities.

During the NCOM-LTF's presentation on “The Demise of Gas-Powered Vehicles,” Schetter reported that the National Highway Traffic Safety Administration (NHTSA) is investigating 11 crashes since 2018 in which a Tesla vehicle with "Autopilot" has struck one or more vehicles involved in an emergency response situation.

Tesla currently operates at Level 2, partial driving automation, which falls short of self-driving because it comes with the expectation that a human will always be alert and ready to take over.

“We will keep you updated on the quickly changing technology on the road today,” notes Schetter, who in addition to serving on the National Coalition of Motorcyclists (NCOM) Board of Directors and Legislative Task Force, is Executive Director of ABATE of Ohio.

## INFRASTRUCTURE BILL ON HOLD, FOLLOWING EXTENSION

If you don't know what's happening with the infrastructure bill, you're not alone, as even political insiders who should be in the know seem not to be. The vote on this 'highway reauthorization bill' is complicated by action to be taken on another measure, a sweeping social spending and climate package, that has been politically tied to the infrastructure proposal by congressional Democrats and President Joe Biden.

Despite both chambers of Congress agreeing to extend the FAST Act deadline, H.R. 5434; the “Surface Transportation Extension Act of 2021,” Biden put the \$1.2 trillion infrastructure bill on hold, telling Democrats that a vote on the highway measure must wait until the party agrees on spending trillions more for his far more ambitious social policy and climate change package.

In addition to providing billions in new funding to rebuild America's deteriorating roads and bridges, improve airports and rail services, and expand high-speed internet access, the infrastructure bill still offers several pro-motorcycle provisions such as expanding prohibitions on motorcycle-only checkpoints, prohibiting law enforcement activities that profile motorcycle operators, evaluating biker profiling by law enforcement, specifies that motorcycles must be considered in autonomous vehicle operation, allocates increased motorcyclist safety funding, and reauthorizes the Motorcyclists Advisory Council at the U.S. Department of Transportation.

## PHILADELPHIA TO HALT STOPS FOR MINOR INFRACTIONS

Philadelphia, Pennsylvania will become the first major city to ban stops for minor traffic infractions, with a historic piece of legislation that puts the brakes on police pulling over drivers for so-called “secondary violations.”

The City Council approved a bill 14-2 that bans police officers from stopping motorists for minor violations, such as having a broken taillight or not having certain stickers displayed. Drivers who are guilty of those minor violations will instead receive a warning or a citation in the mail.

“So that an expired license plate or fuzzy dice in the mirror isn't a death sentence that it can be in some cases,” said Councilmember Curtis Jones Jr., who is a co-sponsor of the “Driving Equality Bill.”

Jones said the city reviewed 2.8 million stops and found that Philadelphia police pull over a disproportionate number of black drivers for minor violations. Supporters contend the new law would “end traffic stops that promote discrimination while keeping the traffic stops that promote public safety.”

The bill now goes to Mayor Jim Kenney, who is expected to sign it into law, after which the police department will have 120 days for training and education before the changes begin.

## CALIFORNIA TO BAN GAS-POWERED ‘SMALL OFF-ROAD ENGINES’ (SORE)

As of 2024, California will ban “small off-road engines” (SORE) primarily used in gas-powered lawn equipment, such as lawnmowers, leaf blowers and chainsaws, in a new law signed by Governor Gavin Newsom.

The legislation, Assembly Bill 1346, will apply not only to fuel-fed lawn equipment, but also to generators and emergency response equipment operated by internal combustion engines (ICE), and “other assorted categories” including golf carts.

AB 1346, authored by Assembly member Marc Berman (D-Menlo Park), directs the California Air Resources Board to adopt regulations by July 2022 that would prohibit the sale of new "small off-road engines" -- a category that includes all gas-powered engines under 25 horsepower -- but does not regulate the use of existing equipment, and includes exceptions for farmers and emergency responders.

According to CARB, there are more small engines in California than cars, 16.5 million vs. 13.7 million, but have not been the subject of regulation and lack adequate pollution control devices.

Soon, all such equipment sold new in California will be required to be zero-emissions; either battery-powered or electric plug-in.

## KAWASAKI MOTORCYCLES TO GO FULLY ELECTRIC BY 2035

It seems that all vehicles, including motorcycles, are destined to become battery-powered in the near future. Honda, BMW, as well as Yamaha, have all announced their plans to go full electric by 2050. But for Kawasaki, their self-imposed deadline is coming much sooner, being in 14 years' time, and by 2035 all of their motorcycles sold will be electric-powered.

To help maximize resources and increase management flexibility, Kawasaki Heavy Industries (KHI) has spun off its motorcycle division into the aptly named Kawasaki Motors, which will focus solely on the motorcycle business. KHI, meanwhile, will continue to oversee the company's interests in producing aircraft, ships, in-

dustrial equipment, and trains.

“Outdoor leisure activity has been popular during the COVID pandemic,” said Yasuhiko Hashimoto, KHI President, adding that “We will strengthen our environmental efforts with our sights set on post-pandemic lifestyles.”

These electric motorcycles in the pipeline for 2035 are so far intended for markets in developed nations, like Japan, the U.S., Canada, Europe, and Australia.

## HONDA, KTM, PIAGGIO & YAMAHA FORM SWAPPABLE BATTERY CONSORTIUM

Honda, KTM, Piaggio and Yamaha all got together to sign a letter of intent about their EV battery swapping plans, with the project's stated goal being to agree upon a set of shared standards to which all four companies plan to adhere, thus creating the Swappable Batteries Motorcycle Consortium.

Battery standardization has been one of the key stumbling blocks to electrification, but the big issue with battery swapping has always been the cost of the infrastructure. If there are to be enough batteries in circulation, this would require enormous investment by a manufacturer.

If every company used a different battery type, it would be both expensive and wasteful. However, if a battery in a docking station fits multiple bikes, scooters, mopeds and other small machines, it becomes more viable.

The hope is that by working together not only can they share costs, thus lowering prices both for the bikes and the infrastructure, but that they can work together to improve battery technology resulting in longer ranges and shorter charging times.

“Honda believes that the widespread adoption of electric motorcycles can play an important part in realizing a more sustainable society. For that purpose, we need to solve several challenges such as extending the range, shortening the charging time and lowering the vehicle and infrastructure costs to enhance convenience for customers,” according to Honda Motor Company Limited motorcycle operations chief officer Yoshishige Nomura.

“In the Consortium we have created, the founding members from the motorcycle industry and other stakeholders will work together towards standardizing swappable batteries, their charging systems and surrounding infrastructure to create the environment for their use. Our final goal is to ensure that motorcycles will continue to be chosen as a useful method of transportation in future mobility,” Nomura concluded.

## MOTORCYCLE MANUFACTURERS PLACE ONUS ON INDIVIDUALS IN NOISE DEBATE

The ACEM - European Association of Motorcycle Manufacturers – has spoken out on the noisy motorcycle debate, issuing its response to growing efforts across the continent to ban bikers from certain routes over complaints motorcycles exude too much noise.

The union, which represents 18 manufacturing companies and 20 national industry associations, is concerned bikers are being unfairly singled out for an issue that is endemic across all road users, saying modern motorcycles don't exceed the permitted decibel levels compared with many four-wheel alternatives.

Interestingly, the ACEM also supports the use of devices that measure noise and issue fines, since it places the onus on the individual potentially abusing the regulations, rather than the industry as a whole.



The debate over noisy motorcycles has stepped up in recent years, with the issue leading to a number of measures being implemented across popular routes throughout Europe. Germany and Austria have been particularly pro-active in introducing rules seemingly aimed specifically at the motorcycle industry, going so far as to ban motorcycles entirely from certain stretches.

However, as the ACEM points out, Euro4 and Euro5 motorcycles are already designed not to exceed the permitted 77dB of noise (on average), but, that said, these machines can be altered by various customization techniques, just as with cars.

With this in mind, the ACEM's position is that manufacturers, the industry in its entirety and every biker shouldn't be unfairly targeted with specific motorcycling bans since the issue comes down to individual practice and can just as easily be mirrored across all modes of transport, thus applicable to all road users or none.

As such, the ACEM has taken the stance of supporting the use of noise pollution devices,

despite them coming in for sharp criticism from bikers, so long as the devices are placed in key locations, shifting the onus back onto the individual - regardless of machinery - and without using the sweeping brush of preventing all bikers from using certain routes.

**PRICES INCREASE ON BIKE PARTS DUE TO RAW MATERIALS SHORTAGES**  
The world may be getting back on its feet, notwithstanding the ongoing effects of the global pandemic, but the manufacturing sector in particular will surely struggle to go back to normal. With mass lay-offs following months of closure, companies around the world are finding themselves severely undermanned as business begins to open up, and demand increases.

Furthermore, the already problematic shipping container shortage further aggravated by the Suez Canal blockage in March 2021, parts shortages, supply chain breakdowns, and backlogs of cargo ships waiting to dock, continues to present challenges to global trade.

As such, multiple industries -- the motorcycle

and automotive industries, particularly -- are experiencing production delays brought about by raw materials shortages, such as with the semi-conductors and microchips in recent months. Now, price hikes in materials have hit the tire industry, with the cost of producing rubber increasing.

As expenses go up, so do prices across industries, as inflated tire pricing not only affects motorcycles, but costs for heavy industry machinery such as trailers, airplanes, and trucks.

**QUOTABLE QUOTE:** "If you have enough breath to complain about anything, you have more than enough reason to give thanks about something."  
~ Mattie J.T. Stepanek (1990-2004), Poet & Peace Advocate

## World's Fastest Female Motorcycle Racer

<https://blog.bikernet.com>

Valerie Thompson is the World's Fastest Female Motorcycle Racer and a 10x land speed record holder with membership in the Sturgis Motorcycle Hall of Fame as well as eight 200 MPH Clubs and one 300 MPH Club.

She is consistently ranked as one of the World's Top 10 Fastest Motorcycle Racers.

"The first time I raced at Bonneville, there

were only 3 other female competitors, so we really stood out. A lot of people didn't take me seriously until I established myself as a serious competitor capable of breaking records." – Valerie Thompson

"I collected my first two records with team owner Keith Ball, who had a lot of faith in me and provided my first two record rides at Bonneville. Now I have Denis Manning, designer of the BUB 7 streamliner and AMA Hall of Fame member, as a mentor and team director." – Va-

lerie Thompson

Racing the BUB 7 during the 2018 Dry Lake Racers Australia (DLRA) Speed Week competition at Lake Gairdner, she set a new speed record of 328.467 mph (528.616 km/h) to become Australia's fastest female streamliner motorcycle racer.

2022 Will Be a Busy Year on the Salt for Valerie.



Help us reduce  
**DISTRACTED  
DRIVING**

Arizona Motorcycle Safety and Awareness Foundation



# MMA of Arizona Calendar of Events



YOU CAN SUBMIT YOUR EVENT ON-LINE AT OUR WEBSITE!

Follow the link below and simply fill out the on-line form to get your event placed onto the website and the Master MMA event calendar.

<http://mma-az.org/events/>



## In Memory of Buddah



## Bike Night for the Fall Season

<https://www.cyclerides.com>

Greetings Riders,

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

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

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

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

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

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

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

cause one day, all you'll have of it is a picture." Watch this great music video of the Michael Ray song "Picture".

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

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

**continued page 8**





Chairman’s Report

My Apologizes to all our MMA members. I assumed when I was given the Patriot for approval and it was sent out I was under the imprecation that it went out in a blast email. we we all know what happens when we assume. I take full responsibility of this mistake. All our members will get a copy on their email;. If for some reason you do not think your email is up to date please let me know and send me a note cgates0617@yahoo.com.

Well it is riding season again and the MMA wants to go back to our roots. We will still be doing our events, However we want to put more focus on our current **lobbying issues**.

**Profile because you ride a motorcycle**

**EPA raising Ethanol content in fuel to level that will damage your motor**

**Autonomous Vehicles that are not pro-**

**grammed to recognize motorcycles**

**Exclusions of motorcycles from public parking**

**Motorcycle only checkpoints**

**Proceeding safely when stoplights do not respond to your motorcycle**

**Converting motorcycles into race only vehicles**

**Three wheel autos being classified as a Motorcycle**

**Rider safety education**

**Helmet laws- Should be your choice**

With the Holidays coming up it will be time for BIRDS ON BIKES flyer will be in the paper. As bikers we always give back to the community and again this year with

Editor’s Space

Comments relative to the content, current affairs or anything that is on my mind at the time of this publication.

*Eric "Spanky" Hampton*  
Editor, MMA Patriot

It’s finally getting cooler!

Remind everyone to Watch Out For Motorcycles!



some still not working and the price of things we need to reach in our pocket and help. We also will collect non perusable foods along with Turkey for ST> Vincent DE Paul.

Let's ask Local Business if we can put a box in their store to help collect canned food.

Well I know I ma looking forward to the cooler weather and to get out on the road. Be safe out there since they do not watch out for us.

Ride Safe/ Ride Free

Cindy Gates  
Chairman MMA of Arizona

### MMA OF ARIZONA PRINT & WEB ADVERTISING INFO

#### DISTRIBUTION

- The Motorcycle Patriot is a membership and free-distribution publication distributed every other month with a circulation of 4,000.
- The newspaper has over 120 distribution points throughout the state.
- The Motorcycle Patriot can be found at motorcycle orientated establishments statewide.
- The mma-az.org web site mirrors the content of the Patriot newspaper but is an updated daily source of information.

#### CONTENTS

- The Motorcycle Patriot features articles and columns that profile statewide legislative issues, lobby reports, the people, businesses and events of the Modified Motorcycle Association of Arizona.
- The newspaper's calendar of events ensures a long shelf life – your advertisement is seen repeatedly throughout the two-month cycle.

#### SPECIFICATIONS

##### DEADLINES

Closing date for space reservations is the 5th day of each month prior to publication date. Advertisers will receive a proof, upon request. Digital-ready ads are due by the 10th of the month prior to publication.

##### FORMAT

Motorcycle Patriot is formatted as a three column, (11"x 17") newspaper and is printed by offset.

##### DIGITAL-READY SPECIFICATIONS

Digital ads should be high resolution (300 dpi) jpeg, tiff or pdf files. Pdf files are preferred.

##### COLOR

Color ads are sold on a space-available basis.

##### PAYMENT TERMS

Payment is due and payable in full prior to each publication unless otherwise arranged. Payment is considered past due after 30 days.

#### AD FORMATS

For web advertising and pricing please call 602.576.1768

#### AD SIZES

		Width		Height
Business card	Horizontal/Vertical	3 1/4"	x	2 1/4"
1/8 page	Horizontal/Vertical	5"	x	3 3/4"
1/4 page	Horizontal/Vertical	5"	x	7 1/4"
1/2 page	Horizontal	10 1/4"	x	7 1/4"
Full page		10 1/4"	x	15"

#### AD RATES

Circle your ad selections

	2 Months 1 Issue	4 Months 2 Issues	6 Months 3 Issues	12 Months 6 Issues
Business card	\$40	\$75	\$100	\$200
1/8 page	\$60	\$100	\$160	\$340
1/4 page	\$125	\$165	\$350	\$650
1/2 page	\$250	\$300	\$650	\$1200
Full page non-color	\$350	\$450	\$1000	\$1800
Back page full color	\$400	\$550	\$1125	\$2000

2.14.11





# Birds on Bikes 2021

Hello Arizona Riders!

My name is Emily and I work for St. Vincent de Paul (SVdP) in Phoenix. I wanted to invite your club to join us for our annual Birds on Bikes Ride in November.

Birds on Bikes is an event that we host here on our campus the Sunday before Thanksgiving. We invite Arizona HOG groups, motorcycle clubs and others to ride down to our main campus and donate a frozen turkey (hence the birds on their bikes). They are greeted with a parking lot picnic as they await the final turkey count that will declare the Valley winner. It is a fun event that brings the vast Arizona motorcycle community together for a good cause.

I have attached this year's flyer for you to share with your fellow riders and club members.

I do hope you are able to join us. If you do know of a few members that will be attending, please let me know. We would like a headcount if we can get one, and we would also like to announce the clubs/groups that are in attendance that day.

Please reach out to me. I am happy to answer what questions you may have.

Be well,  
Emily

Emily Radawec | Community Drives Manager  
St. Vincent de Paul | Feed.Clothe.House.Heal.  
602.850.6748 | M 623.695.5165 | ERadawec@svd paz.org

## District Updates

### Eagle/Leather District Report

I am at a loss for words as I write this. The MMA and the Motorcycle community have lost a person who had dedicated his life to this community. His Name is Buddha, He was a Limey Rider, A Lobbyist for our community and a friend to many in our community. He always had a story to tell and sometimes he would not stop talking, However hos passion on what he wanted for this community was overwhelming. His brother Sky Pilot and himself would go to the capital and help lobby for our rights. At the time of his passing he was doing exactly that. He was at a event in Atlanta GA. Meeting of the Minds put on by the MRF. Buddha was also a family man and was always helping in his community. As I write this I still cannot believe he is gone but always in my heart.

So what is the Leather district working on. We will be having our famous 3 ball run Jan.8th will get the flyer out shortly. This is always a fun run \$5.00 per person and there is always a competition on the trophies eve the scratch award.

We will also be doing our Beach Party Late February earl March .keep an eye out on the flyer.

Hope everyone will come out and support our

organization we work hard for your rights while riding your motorcycle an if you see those Street Signs that say LOOK OUT FOR MOTORCYLCES, We put them up around our STATE. your Membership and your participation to our events help us to continue to have our Lobbyist do their job for our rights to ride.

if interested please come to one of our meetings You do not have to volunteer unless you want to. and no pressure.

We meet the 2nd Saturday of the month at the Beaver Bar on 19th Ave at 1000am. They do serve a good breakfast.

Hope to see you all there

Cindy  
Leather District

### Rim Country District Report

NO REPORT

### Verde Valley District Report

The members of the Verde Valley Dist. MMA are getting ready for our 27th Frosty Balls Chilly Boobs Charity Run. January 1st, starting from the American Legion Post 25 in Cottonwood,

sign-up from 9:00-10:30 am. Kickstands Up at 10:30 am for a dice run thru our surrounding towns. \$100.00 for high total and \$50.00 for low total. Event t-shirts, raffle gifts, 50/50 and food at the end party at the American Legion Post 25. \$20.00 per rider and \$10.00 per passenger. This year we selected the Verde Valley Humane Society of Cottonwood, to receive the proceeds from the event. So lend a helping hand for our needy animal friends, and have a great time doing it. Respectfully, Gary Wilharm Verde Valley Dist.

We of the Verde Valley Dist. MMA are also helping out the Toys for Tots Run here in Cottonwood, which will be held on November 6th starting at Cottonwood's Walmart with sign-up at 9:30 am and KSU at 11:00 am. \$20.00 per person or a gift of equal amount will allow you to ride or drive in a money raffle run. At the end party you will be entertained by the "Well Dressed Wolves" and have a chance at raffle prizes and more. Hope to see you at this worthy event.

Respectfully,

Gary Wilharm Verde Valley Dist. ADM.



## Bike Night for the Fall Season continued

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

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

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

If you would like to stop the sweat stains on your hats, go to [www.hatsaver.com](http://www.hatsaver.com) for more information and watch the 1 minute video demo. See our new web page and click on "Our Reviews" to see our 4.8 Star rating and to see what our customers are saying about Hat Saver. If you would like to give it a try, use the coupon code "CR10" for a 10% discount.

I look forward to seeing you all once again at our opening Cyclerrides.com Bike Night at Westgate Entertainment District on September 9th.



# Automated Vehicles and the Safety of Motorcyclists

<https://americanmotorcyclist.com>

The rush to market Automated Vehicles has the AMA membership and board concerned. To ensure that clear expectations are developed at an early stage, the AMA urges the National Highway Traffic Safety Administration to test algorithms and software in highly automated vehicles to ensure that this new technology fully and effectively identifies and properly responds to motorcycles in all traffic situations. Advanced crash-avoidance warning systems technologies used in motor vehicles must not supplant an operator’s responsibility to operate the vehicle in a safe and responsible manner. While technology can, and should, enhance the actions of the operator to maintain control of the vehicle, safe operation of a motor vehicle should remain the operator’s highest priority. Therefore, the federal policy for highly automated vehicles should include a campaign to educate the public on these new technologies.

The safety of motorcyclists is of singular importance to the mission of the American Motorcyclist Association. As technology allows vehicles to communicate with each other and with roadway infrastructure, the promise of improved safety is alluring. To decrease the number of motorcycle crashes and resulting injuries and fatalities, it is paramount that automated vehicle technology, including highly automated vehicles, be capable of recognizing and properly reacting to motorcycles in all track situations and settings, including in parking lots, amid urban congestion, at intersections and on highways, expressways and rural roads.

Automated vehicles can bring a greater measure of safety to motorcyclists and cannot be overlooked. Distracted driving is one of the major causes of motorcycle crashes that are frequently the fault of the motorist. A properly designed, complete automated system of control, highly refined in its ability to recognize motorcycles, can truly save lives. The AMA welcomes the potential of this type of vehicle, once thoroughly vetted. Unfortunately, the industry is still many miles away from the development of a system that is able to interact safely with motorcycles in many common real world situations.

The rush to market of driver-assist systems, semi-autonomous vehicles and highly automated vehicles—referred to collectively as AVs—poses a significant threat to motorcyclists when the developers of this technology and the vehicle manufacturers are not held to the highest safety standards throughout the entire development and implementation process. If AV systems are not conceived and developed with motorcycles and motorcyclists in mind, the eventual result could be that motorcycles would be excluded from certain roadways, or, worse, banned from roads altogether.

Motorcyclists have been an integral component of daily transportation and recreational

activity on our public roads and highways for over a century. The AMA has an indelible history of protecting access for motorcyclists to our transportation infrastructure. Motorcycles meeting federal design, safety, sound and emission requirements operate legally on our public roadways. The issue of safe access is also directly related to the high cost of licensing, ownership and fuel taxes, including the substantial expense to the motorcycle consumer of meeting state and federal laws pertaining to safety and emissions in the manufacturing process. Additionally, motorcyclists are and have been direct contributors to both the building and policing of our highway systems and hence contribute directly to the safety of all motorists.

Motorcycling provides many benefits to riders and to the public at large. On average, motorcycles and scooters consume fewer resources and emit less carbon dioxide per mile, take up less space in parking areas and impose very little wear and tear on our nation’s roads and infrastructure, especially compared to automobiles, trucks and SUVs. Furthermore, motorcycling tourism and events provide substantial economic benefit in the form of revenue and tax receipts to towns, municipalities and counties that cater to motorcycling enthusiasts.

The AMA has been monitoring the development of safety-enhancing technology for decades—and AV systems since the early 2000s. The AMA is committed to ensuring that AV technology benefits all road users, and, specifically, motorcyclists.

Working with the U.S. Department of Transportation and its agencies, including the National Highway Traffic Safety Administration and the Federal Highway Administration, as well as elected officials, automakers, technology companies and software developers—the AMA has strongly advocated that motorcycle safety must be an integral component of every AV technology program. The goals of this effort include ensuring that:

- Motorcycles are included when AV, vehicle-to-vehicle (V2V) and vehicle-to-infrastructure (V2I) communication systems are designed, tested and implemented;
- The implemented communications systems, whether using Wi-Fi or another technology, are secure from hacking; and
- These technologies protect the privacy of all road users.

If manufacturers can self-certify that their AVs comply with existing applicable safety standards, no federal law or regulation prevents AVs from being built or from being tested on roadways shared with motorcycles. Neither the 2016 Federal Automated Vehicles Policy nor the 2017 Automated Driving Systems guidance change addresses this situation. They instead sacrifice safety for technological flexibility. Administrative agencies actions often reject pressure from manufacturers to bring products to market without adequate testing.

The federal policy lists examples of behav-

ioral competencies that AV manufacturers should assess, test and validate. However, as expressed above, what are the sanctions for failure to address motorcycles, which are a legal class of motor vehicle with distinct operating characteristics? Currently, the answer is none.

As a result, the AMA continues to demand that motorcyclists be included in the ongoing discussion, planning and implementation of the policies and regulations governing the rollout of AVs.

Failure to specifically address motorcycles in statutory and regulatory language amounts to the abandonment of motorcycle safety by legislators and regulators. Essentially the issue of distracted and inattentive driving will mushroom into a monumental hazard for motorcyclists when Zoned AV technology enters the transportation mainstream.

Moreover, the AMA opposes any provisions that limit or eliminate motorcycle access to public roadways. The AMA maintains that acceptance of a policy that attempts to perpetuate a view that motorcyclists present a “social burden” on America’s highways based on Zoned AV technology is both discriminatory and contrary to the long-term interests of motorcycling.

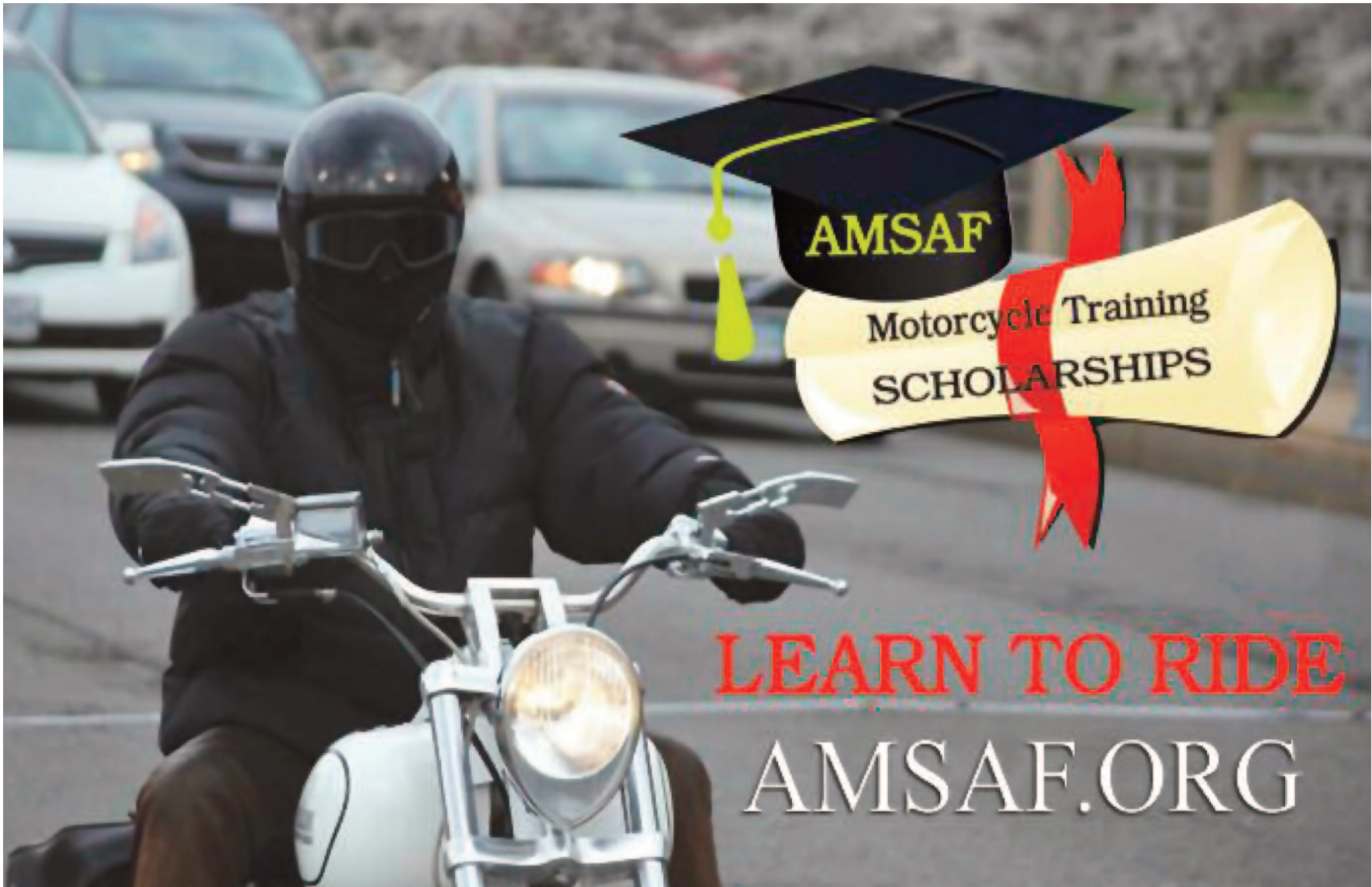
From the beginning, the AMA has offered its expertise repeatedly during AV development. The AMA now calls upon the president and Congress to immediately direct the appropriate federal agencies to implement automated-vehicle policy and guidelines to improve and ensure the safety of motorcyclists.

In summary, the American Motorcyclist Association position regarding AVs, V2V and V2I technology is such that these technologies must be thoroughly reviewed and tested to maximize crash avoidance involving motorcyclists. However, the rush to market for maximization of sales of AVs without complete and competent analysis of the relationship of motorcyclist safety to the AV environment, is an invitation to injury and death. Simultaneously, the president and Congress, along with pertinent federal agencies, must hold vehicle manufacturers and those developing this technology accountable by enacting regulations and or guidelines that include consideration of motorcycles and motorcyclists in the development and deployment processes.

These regulations must come with sanctions to be genuinely effective at achieving the level of safety motorcyclists are entitled to whether it is in fairness for their monetary contributions to road use or more importantly enjoy the right to be safe operating on the public streets, roads and highways.

Finally, we encourage all stakeholders involved in the development, testing and rollout of AV technology to include the AMA in their efforts.





# Dave Currier, aged 68, on Winning Cannonball riding his 1911 Harley-Davidson

by Kevin Wallevand from <https://www.inforum.com>

Fargo man wins Motorcycle Cannonball with 1911 Harley Davidson

Dave Currier turned 68 years of age on the road while racing in the Motorcycle Cannonball

Earlier, Dave Currier had been a runner-up in 2018 Motorcycle Cannonball riding a 1915 Harley-Davidson

His father sold Indian and Harley motorcycles in the 1940s and 50s in Fargo and also raced them

Dave Currier credits John Rouland of Northern Crankshaft in Thief River Falls for doing a lot of the technical and engine work on his 1911 H-D

“To start it, you have to pedal to start it, it is a belt drive. To move it forward, you have a lever which tensions the belt and the bike moves forward.” – Dave Currier

Fargo man wins Motorcycle Cannonball with 1911 Harley Davidson

A Fargo man has just won a cross country motorcycle run called The Motorcycle Cannonball.

Dave Currier is finally getting some feeling back in his rear-end. He is back in Fargo after competing in the most difficult, antique endurance race in the world: The Motorcycle Cannonball.

“I think this has been the toughest ride of my life,” Currier said. “It is a real grind, I had about eight hours in the saddle every day.”

Riding his 1911 belt-driven Harley Davidson, Currier and 88 competitors crossed 11 states over 16-days straight. From Michigan to South Padre Island, Texas, they racked up just over 3,700 miles.

“The bike is tall. I have short legs, so my feet don’t touch the ground,” Currier said. “To start it, you have to pedal to start it, it is a belt drive. To move it forward, you have a lever which tensions the belt and the bike moves forward.”

But Currier, who had a team planning and tweaking this bike, not only competed; he won.

“I had a police escort, it was an absolute incredible deal,” Currier said. “They closed the roads off.”

He crossed the finish line with this checkered flag, bringing home the trophy.

“Before the finish, they handed me the checkered flag, and I rode in with the checkered flag,” Currier said. “It was incredible. (It’s) still hard to talk about it.”

Currier credits John Rouland of Northern Crankshaft in Thief River Falls for doing a lot of the technical and engine work on the 1911 Harley.

He said his local sponsors; Milwaukee Tool, Acme Tools, Dakota Fence, and TechLine Coatings all played a role in the win.

Currier, who turned 68 during the race, thinks he had a little help from angels above. His dad, Dick Currier, sold Indian and Harley motorcycles in the 1940s and 50s in Fargo. He raced them as well, and Currier believes his dad would be pretty proud.

“He was a big part of my life,” Currier said. “That’s why I called it, ‘The Last Ride.’”



# Choose Wisely

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

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



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

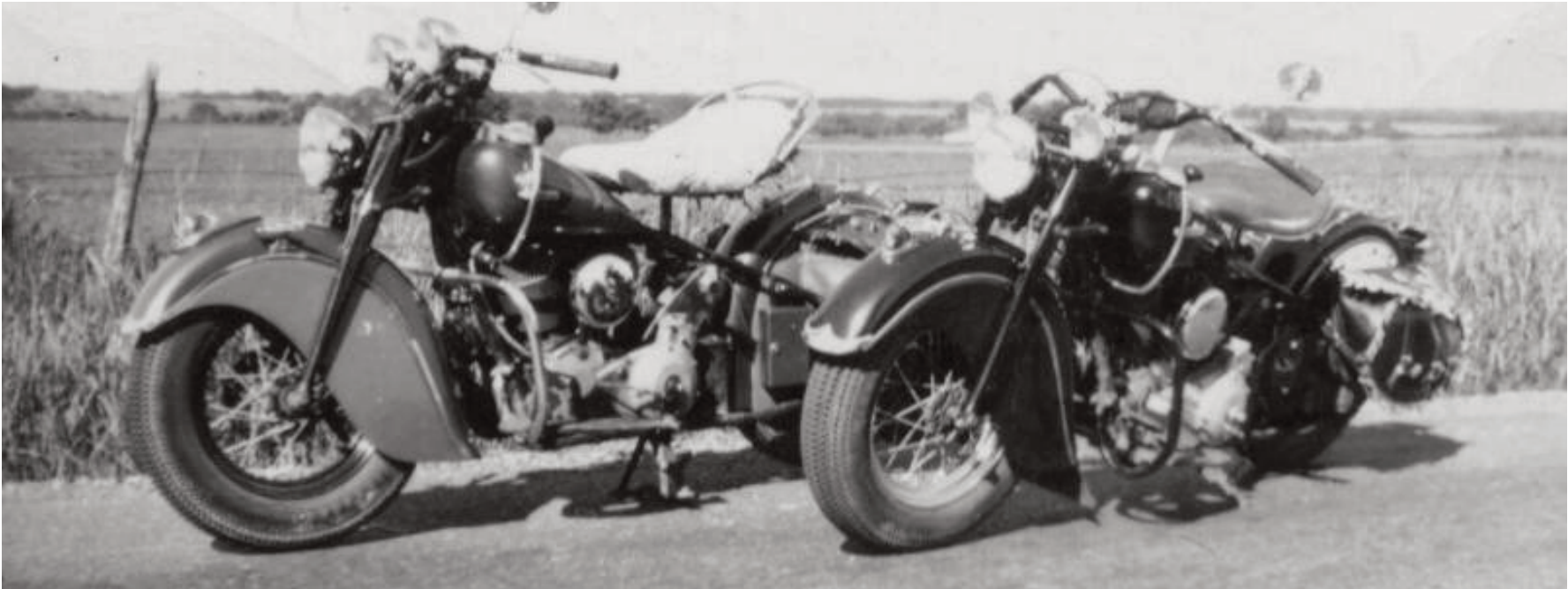
## The Arizona Motorcycle Safety and Awareness Foundation Financial Assistance Helmet Program

# How it works

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



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



MRF

MMA of Arizona

Mail to: Motorcycle Riders Foundation – PO Box 250 – Highland IL 62249 – Phone: 202.546.0983 – [www.mrf.org](http://www.mrf.org) – [mrfoffice@mrf.org](mailto:mrfoffice@mrf.org)

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|---|---|
| <input type="checkbox"/> Annual Individual Membership \$35        | <input type="checkbox"/> 3-Year Individual Membership \$95          |
| <input type="checkbox"/> Annual Joint Membership \$60             | <input type="checkbox"/> 3-Year Joint Membership \$140              |
| <input type="checkbox"/> Annual Sustaining Membership \$100       | <input type="checkbox"/> Sustaining Membership Club \$100           |
| <input type="checkbox"/> Annual Industry Council Membership \$100 | <input type="checkbox"/> Freedom Fighter Donation \$10 \$25 \$_____ |

### Ride with the Leaders™

Member(s) Name \_\_\_\_\_  
Phone \_\_\_\_\_  
Email \_\_\_\_\_

Billing Address _____
City, State, Zip _____
Name on CC _____
Card Number: <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>
Expiration Date _____ CVV _____

Date \_\_\_\_\_

☐ New ☐ Renewal

Referred by: \_\_\_\_\_

- ☐ Please Check if you are a US Citizen
- ☐ Check here to NOT receive Patches and Pins
- ☐ Check here to NOT receive MRF Email Alerts
- ☐ Check here to receive MRF Reports electronically (email)





# MMA of Arizona Business Member Listing by City

<b>At Large</b>	The Bar at Stromboli's 321 S. Main St. Cottonwood, AZ 86326 928-634-3838	<b>Page</b>	Peoria
Sober Riders MC, Inc Organizations and Clubs Business Life Member		Blair's Trading Post 626 N. Navajo Dr. Page, AZ 86040 928-645-3008 www.blairtradingpost.com Business Life Member	Airepros Air Conditioning & Heating LLC 24654 N. Lake Pleasant Pkwy Peoria AZ 85383, Suite 103-340 623-225-8199 623-225-6116 Business Life Mem
<b>Apache Junction</b>	The Steak-N- Stuff 1100 S SR 260 #21 Cottonwood, AZ 86326 602-571-8142 Business Member	Fred's Liquor Store 902 N. Navajo Dr. Page, AZ 86040 520-645-3575 Business Life Member	CJ Creations 10348 W. Cashman Peoria, AZ 85383 623-412-2110 Business Life Member
American Legion Riders Post 27 1018 S. Meridan Rd. Apache Junction, AZ 85220 602-541-2441 www.ajlrpost27.org Business Life Member	<b>Cornville</b>	Page Boy Motel 150 N. Lake Powell Blvd. Page, AZ 86040 928-645-2416 www.pageboymotel.us Business Life Member	<b>Phoenix</b>
Captain's Bar 300 W. Apache Trail #118 Apache Junction, AZ 85217 480-288-2590 Business Life Member	Old Corral Bar 11375 E Cornville Rd Cornville, AZ 86325 928-649-9495	Page Honda 915 Coppermine Rd. Page, AZ 86046 928-645-3251 800-432-6923 www.pagehonda.com Business Life Member	Alex & Associates Attorney at Law 1717 E. Bell Rd., Suite #1 Phoenix, AZ 85022 602-971-1775 www.alexandassociates.com Business Life Member
<b>Avondale</b>	<b>Gilbert</b>	Ranch House Grille 819 N. Navajo Dr. Page, AZ 86040 928 645-1420 Business Life Member	Angelo Bellone CPA-PLC 3420 E. Shea Blvd. #140 Phoenix, AZ 85028 602-765-6111 Business Life Member
Dart Cycle Worx 1060 N. Eliseo Felix Way Ste. 10 Avondale, AZ 85323 623-925-5503 www.dartcycleworx.com Business Life Member	Team Arizona Motorcyclist Training Center 36 N. William Dillard Dr. Gilbert, AZ 85233 480-998-9888, 480-236-2997 Business Life Member	Windy Mesa Bar 800 N. Navajo Dr. Page, AZ 86040 928-645-2186 Business Life Member	Breyer Law Offices 15715 S 46th St Ste 100 Phoenix, AZ 480-505-2162 Business Life
<b>Camp Verde</b>	<b>Glendale</b>	<b>Payson</b>	Greer Wilson Funeral Home 5921 W. Thomas Rd. Phoenix, AZ 85033 623-245-0994 623-262-4565 Business Life Member
Ligon Excavation 636 S McCracken Ln. Camp Verde, AZ 86322 928-300-2126 Business Life	Charley's Place 4324 W. Thunderbird Rd. Glendale, AZ 85306 602-439-1668 Business Life Member	All-Clene Carpet Cleaners 609 W. Bridle Path Lane Payson, AZ 85541 928-468-1358, 480-734-3436 www.all-clene.com Business Life Member	Law Tigers 362 N. 3rd Ave. Phoenix, AZ 85003 602-516-0000 602-271-0183 www.lawtigers.com Business Life Member
<b>Clarkdale</b>	Limey Riders Post Office Box 780 Glendale, AZ 85311 623-930-9165 Business Life Member	Amon Builders, Inc. 903 E. Hwy 260 #6 Payson, AZ 85541 928-474-0689 www.amonbuilders.com Business Life Member	Renegade Classics 3102 E. Cactus Rd. Phoenix, AZ 85032 602-595-9598 Business Life Member
10-12 Lounge 910 Main St Clarkdale, AZ 86324 928) 639-0800	US Military Vets MC 500 N. Estrella Parkway #B514 Goodyear, AZ 85338-2894 361.944.0032 Business Life Member	Lil Joe's Leathers Post Office Box 839 Payson, AZ 85547 800-643-3321, 928-200-3665 www.liljoesleather.com Business Life Member	Skinny Dipping Pools 18655 N. 35th Ave. Phoenix, AZ 85027 602-292-4033 www.skinnydippingpools.com Business Life Member
Verde Valley Moose Lodge 1449 1051 S Broadway Clarkdale, AZ 86324 Business Life	<b>Humboldt</b>	Mazatzal Casino AZ-87 Payson, AZ 85541 800-777-7529 Business Life Member	<b>Scottsdale</b>
<b>Coolidge</b>	Arizona Trike Shop 3650 AZ-69 Humboldt, AZ 86329 928-632-8910 Business Life Member	Miller Auto Works 600 W. Main St. Suite A Payson, AZ 85541 928-468-8855 Business Life Member	Southwest Trikes 7430 E. Butherus Scottsdale, AZ 85260 480-951-7171 Business Life Member
<b>Cottonwood</b>	<b>Mayer</b>	Payson Packaging 106 Bonita St. Payson, AZ 85541 928-474-5260 www.paysonpackaging.com	<b>Sedona</b>
ABC Body Shop 1269 E Cherry St Cottonwood, AZ 86326 928-634-6442 Business Life	Smokin' Harley's Steakhouse 11255 AZ-69 Mayer, AZ 86333 928-379-8480 928-632-4255 Business Life Member	RTD Automotive 3898 E Az Highway 260 Payson, AZ 85541 928- 468-6164	Olde Sedona Bar & Grill 1405 State Route 89A Sedona, AZ 86336 928-282-5670
Bedrock Landscape Materials & Supplies 770 E State Route 89A, Cottonwood, AZ 85302 928-634-1490 Business Life Member	<b>Mesa</b>	Tonto Silk Screen & Embroidery 403 W. FRONTIER ST. PAYSON, AZ 85541 928-474-4207	PJ's Village Pub, Inc. 40 W. Cortez #7 Sedona, AZ 86351 928-284-2250 www.pjsvillagepub.com
Chaparral Bar 325 S. Main St. Cottonwood, AZ 86326 928-254-1307 928-634-2131	America's Ultra Clean Carpet Cleaning 738 E. Dana Suite A Mesa, AZ 85204 480-206-4003 Business Life Member		<b>Strawberry</b>
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\*\*\*\*\*AS OF July,2016\*\*\*\*\*

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I am pleased to announce that all Members of MMA-AZ now have their Accidental Death and Dismemberment Insurance increased from (\$3,500.00) Three Thousand Five -Hundred Dol-lars to (\$4,000.00) Four Thousand Dollars.

MMA-AZ is the first Motorcycle origination to have secured this cost free insurance in Arizona. The Membership officer will personally be mailing out this announcement with A.I.L. information in the very near future.

Please remember that if you want to be contacted by a A.I.L. Representative you must mail in their correspondence that will be in the letter that we are sending you.

If you do not want to be contacted by an A.I.L. Representative do not send this information in to A.I.L. A.I.L. does not have your contact information unless you send in their reply card.

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Below is the web site and phone contact for American Income Life Insurance Company for MMA-AZ Members.

www.aillife.com/benefits/SGLLB

1-800-495-1213

Remember, if you want to be contacted send it in, if you do not what to be contacted do not send it in. That's the way it works.

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# The Flying Wrens: Sisterhood of Motorcycling Heroes

<https://www.bikernet.com>

All-Female British dispatch riders of WW-II  
by Brendan McAleer from Hagerty.com

On April 22, 1941, the Luftwaffe was waging war on the British naval base at Devonport. The signal tower atop Mount Wise glowed red in warning as the Heinkels and Junkers unloaded tons of explosive ordinance. Civilians huddled in brick bomb shelters. Searchlights and anti-aircraft guns lit up the sky. In the blackout gloom below, dotted with fires and explosions, a single headlight cut through the darkness. Onward the rider came through the rubble-strewn streets, her message bag slung at her side, her hand twisting the throttle open.

We do not know what message W.R.N.S. Third Officer Pamela McGeorge carried, only that she rode through hell and flame like a woman possessed. A bomb fell close, the blast knocking her from her bike, sprawling and sliding. She picked herself up, ran back—the motorcycle was a tangle of bent metal. She hefted her bag, turned, and ran the rest of the way to deliver the message.

For her bravery, for her service, and perhaps for her insistence on immediately going out again as a dispatch rider, Officer McGeorge was awarded the British Empire Medal. While her actions were heroic, they were not unique. In fact, by 1940, all of the British Navy’s dispatch riders were women. It was a dangerous job, delivering intelligence and orders from headquarters to military bases all over the U.K. Over the course of the war, more than a hundred of these women would be killed serving their country.

June 29, 1918: A battalion of Wrens (Women’s Royal Naval Service) is inspected in a park.  
June 29, 1918: A battalion of Wrens (Women’s Royal Naval Service) is inspected in a park.

Originally, the Women’s Royal Naval Service (WRNS) was formed in 1917, during WWI. The Navy was the first of Britain’s armed forces to actively recruit women, and the Wrens, as they became known, were telegraph operators, clerks, and code experts. The director of the Wrens was the highly capable Dame Katharine Furst, who was later both an expert skier and head of the World Association of Girl Guides and Scouts.

It’s worth noting that Wren McGeorge had been a Sea Ranger, the Naval equivalent of a Guide. There was a great deal of overlap between the Guiding movement and the various WWII women’s auxiliaries. Girls who had grown up learning to be skilled and independent were not about to sit at home while a war was on.

Dame Vera Matthews, who led the Wrens from 1939–46, had previously volunteered as a Wren herself on the very day the WRNS was created in 1917. Matthews was highly educated, well-traveled, and a shrewd judge of character. A natural leader, she would preside over a force of nearly 75,000 women: radar operators, administrative staff, pilots, anti-aircraft crew—and dispatch riders.

The WRNS organization was fortunate at first in having a small pool of experienced women motorcyclists to draw on. During the prewar period, society on the whole didn’t exactly encourage women to take up motorsport, but more than a few did anyway.

Pioneering female British motorcycle racers like Florence Blenkiron, Theresa Wallach, and Beatrice Shilling led the way for many women riders. All three rode their bikes to more than 100 mph at the bumpy Brooklands circuit. Wallach and Blenkiron did a highly-publicized motorcycle ride from London all the way to Cape Town, South Africa.

Wallach was a skilled engineer who would spend WWII as both a dispatch rider for the Army auxiliaries and as a tank mechanic. Shilling was also a highly regarded engineer and invented a simple device that helped keep the Merlin V-12s of early Spitfires from losing fuel pressure during negative-g maneuvers; the invention put British fighter pilots on an even footing against the fuel-injected German fighter planes.

The women inspired by these pioneers already had their own motorcycles and knew how to repair them. The WRNS brought riders in off the local racetracks and gave them new purpose. Later, as the ranks grew, less-experienced volunteer Wrens would be trained on motorcycles and learn to ride in the field.

As a brief aside, it should be noted that Queen Elizabeth II learned to ride and maintain a motorcycle as part of her 1945 military service. If you happen to be riding in the vicinity of Balmoral and another rider waves at you in that odd, swivel-wristed way, perhaps it’s her!

Riding on narrow British roads in all weather conditions can be a dangerous enough occupation. Doing so around the clock with the German Blitz going on around you required steel nerves. Training included the expected operating basics, but also extended to evasive maneuvers required to thread through bombed-out streets, and how to take cover behind your motorcycle if being attacked from the air.

A Wren despatch rider on night duty gets ready for the road, while a fellow Wren gets some sleep. Note the time is 2.20

a.m.  
A Wren despatch rider on night duty gets ready for the road, while a fellow Wren gets some sleep. Note the time is 2.20 a.m.

The bikes used were mostly small, single-cylinder affairs, built specifically for military use. BSA, Royal Enfield, and Triumph all produced motorcycles in the 250cc–350cc displacement range, each with modest power. But the bikes were light and agile, perfect for the narrow English country lanes and city streets.

By 1942, the WRNS had stopped recruiting new riders. As German air power weakened, the threat from the blitz waned, though perilous weather, night-riding, and narrow roads remained everyday hazards. The Wrens continued to serve with good humor and a sense of sisterhood. At some point, the orders for the D-Day invasion were tucked into leather messenger bags, and a flock of Wrens fired up their motorcycles and headed out to deliver those historic messages.

This time, after the war ended, the WRNS was not disbanded. Instead, it continued until 1993, when it was eventually absorbed into the British Navy. Dame Matthews retired once the decision was confirmed. In an alcove in Westminster Cathedral, you can find a statue of St. Christopher holding a boat. Upon the boat’s anchor is perched a small wren.

As for the dispatch riders themselves, with wartime over, eventually their services were no longer required. Some returned to civilian life, hanging up their riding outfits for the last time. Some had found new passion and freedom on two wheels. Theresa Wallach, though dispatch riding for the Army rather than the WRNS, continued to ride motorcycles until she was 88 years of age. She died on April 30, 1999, her 90th birthday.

The success of the WRNS as a whole, and of the other women’s military auxiliaries, had the same effect in the UK as women’s greater roles in manufacturing did in the United States. Greater independence had been found, and it would continue to be fought for.

And, for a new generation, the retold stories of the Wren dispatch riders provided inspiration. Perhaps some young woman, reading about Pamela McGeorge, felt her own wrist twisting an imaginary throttle, and thought, “Well, why not? Perhaps someday I will fly too.”



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## Florida High Court Hears Complaint Over Red Light Camera Fees

<https://www.thenewspaper.com>

Justices appeared skeptical in Florida Supreme Court hearing that explored mandating refunds for red light camera ticket convenience fees.

Bret L. Lusskin

By Richard Diamond

Florida Supreme Court justices during a Tuesday hearing did not appear to agree that charging a "convenience fee" for paying red light camera tickets online unjustly enriched American Traffic Solutions (ATS, now known as Verra Mobility). The Eleventh Circuit US Court of Appeals asked the high court to interpret this question of state law so that the federal judges can then decide whether ATS needs to pay \$29 million in refunds, under a lawsuit filed by motorist Steven J. Pincus.

"There's \$7.90 that's in ATS's hands that should be in Mr. Pincus's hands because it was unlawful for them to impose any additional fee, fine, surcharge or cost and illegal to collect a commission for all the other reason," the lawyer for the motorists, Bret L. Lusskin, told the court.

Mailed Florida photo fines are capped by state law at \$158, but ATS tacks on an addi-

tional five percent "convenience fee" if motorists pay by credit card. Since three out of four motorists decide to pay tickets online or over the phone, the lawyers estimate ATS has collected 3.7 million in fees in the past five years, worth \$29 million. The suit wants that money refunded because the state legislature never authorized these fees.

"It should be self-evident that the city and ATS can agree amongst themselves in their contract how much the city should compensate ATS for the performance of its contractual duties," Lusskin explained. "What they cannot do is agree amongst themselves in their contract that someone else, a non-party, has to pay compensation to American Traffic Solutions."

Justices appeared unpersuaded.

"It seems to me the critical factor here is the choice to make an electronic payment is entirely voluntary," Chief Justice Charles T. Canady said. "At some point you seem to indicate there's a duty to make available, as a matter of right, the ability to pay electronically. I don't know where that's written."

Lusskin responded that the statute makes collecting the fee itself unlawful.

"The relation between American Traffic So-

lutions and Mr. Pincus and accused drivers is anything but voluntary," Lusskin explained. "The only voluntary relationship is between the city and American Traffic Solutions... It's an illusion that this is voluntary. Section 318.121 strictly prohibits additional fees, fines, surcharges or costs except for five exceptions enumerated in the statute."

Appearing on behalf of the Florida Office of Financial Regulation, David M. Costello sided with ATS but argued there could be a common law legal basis to file a private lawsuit against a city and a vendor for violating Florida law.

"A statutory violation results when the defendant will have inequitably received a result from the plaintiff as a result of the violation," Costello argued. "If the statute renders a charge unenforceable or void, that is the quintessential scenario when someone is holding to a benefit to which they have no legal entitlement."

Once the Florida justices answer the questions of state law, the case will return to the federal court to determine if the case should proceed further.





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