

Nathan Deily – MMA Designated Lobbyist

Activities since April

- Completed Registration as Lobbyist with Secretary of State ID 3613266
 - Q2 Expenditure Report – Rick is filing, going forward will be my responsibility
 - Attended April, June & July CMC meetings in AZ MMA capacity
 - Attended MMA Board meeting in Cottonwood where elected
- LD10 Representative contacts – thanks for HB2115, putting profiling on the radar, mentioning lane filtering:
- State Senator Kirsten Engal
- Rep. Domingo DeGrazia (Minority Whip)
- Rep. Stephanie Stahl Hamilton
- Desert Wind Harley Event – met Rep. Frank Carroll, Chairman of the Transportation Committee – also contacted him to thank him for the meeting

- Met with Buddha/SkyPilot in Casa Grande on July 3rd to hear from them about what’s working, what’s not, where they can add value
- Outreach to Mike Infanzon from ABATE – will coordinate with him on lane filtering, outreach to MPP and working across teams on profiling bill, thinking ahead to Day at the Dome, other activism events

Pending Actions:

- Contact Animal (AZ MRF) to talk about collaboration on Profiling, Day at Dome, etc
- Set up meeting with Mike I or ABATE in August to plan out collaboration
- Contact MPP to get plan rolling (Survey, bill text, talking points), include all AZ Legislative stakeholders on outreach.
- ID whether we drive people to MPP survey or do our own
- ID a best way to collect stories

Submitted By Mick Degn

Arizona Motorcycle Safety and Awareness Foundation

AMSAF Continues to help the Community

It’s hard to believe that we’re half way through the year. AMSAF had a very successful “Share the Road & Riding for the Long Haul” event. This was by far the best one we’ve had and it just set the bar for a bigger and better one next year. Next year’s event will be held May 7, 2022. Mark your calendar.

Since our beginning we have been able to help over 4000 individuals get into motorcycle training and helped over 900 individuals get into a good DOT helmet. Both programs save the individuals close to 50%, which is a huge savings.

We want to thank the Governor’s Office of Highway Safety as we couldn’t do these programs with the Grants we receive. In addition, the Helmet dealers that are part of our program have committed some great savings to you. If you need a new helmet be sure to check out our program and the dealers that support this program.

As we look at this year, you will



see our billboards around about helping to reduce Distracted Driving and Share the Road. Help us reduce Distracted Driving here in Arizona. One fatality is one to many.

We’re seeing more events start up and everyone trying to get back to normal. Be safe and don’t get dehydrated out there.

We want to thank everyone for the support you’ve given us. This year we’ve been in business as a non-profit Foundation for 10 years and each year we’ve grown and expanded in helping the community. We couldn’t have done it without you.

THANK YOU.



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Motorcycle Patriot

Modified Motorcycle Association of Arizona Publication

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DEADLINE FOR PUBLISHING

All materials for consideration in the next December 2021. Any materials received after the deadline will be considered for a future issue.

Submit materials to:
editor@mma-az.org

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Meetings 2nd Sunday of the month at 11:00 am at the American Legion Post 25, 480 S. Calvary Way, Cottonwood, Az. 86326			

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 “Musktrat” 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

Casa Grande District Tom Corr Eddie Davis Steve Musgrave* Carol Myers	Joseph Hoodak Tambria Kirk Dave Kopp David Ladd Henry “Skip” Mikolajczyk Tony Picciano Jane Picciano Deborah Riggs Gerald Riggs John “Skip” Sims Edward Smith Ron Spirlock Paul Stuart Garry Thurston Kris Wall Michael Wendt	Karen Konley Keven Kullberg Chester Larson Sue Leggett Dean Lott Diane Malone Betty McDonald Larry Myers Fred Pascarelli Forrest Phillips Beverlee Simmons Waldo Stuart* Charles Swinford	Wade Jackson Larry Jenkins Phyllis Kelley* Glen Koepke Elmer Myers Darline Olsen “Lady Jewells” Olson- Lentz Greg Oppedal Don “Sandman” Randolph Catherine “Kate” Rouse Larry Venteicher	Ben McLachlan Robin Pierce Randy Rahn Terry K. Rutherford Rich Tuminello Denise Hunter-Tuminello Buddy Zahnle Wes Sellards Dick Tush
Cochise District Jon V. Everett Kresent Gurtler Ernie Harris Thom Ihli David Leabo Phyllis Rimmer Betty Rodriguez	Northern Arizona District Ray Bozzola Larry Evans Joseph Harris Bill Hulsey Carlene Hulsey Bill Justice Marie Justice Renee Lippert Steve“Limey” Lippert Eddie Lovato	Red Mountain District Mike “Maddog” Bennett James Cionci J.D. De Paolantonio Debra Donaldson Dave Grey Bob Gurnfory Glen Koepke Trish McElyea Mike Shearhart Willie Shearhart Carl Letzin Joanne Pilger-Letzin Michelle Wirth-Packer	Tucson District Dennis Beye M. Juaregui Ron Kool Ralph Levon Pipe Loomis Kathy Marble Martin Minninger The Solano Family	MMA State NCOM Bill Bish - Encino, CA Fritz Clapp Esq. Joe Eggleston* Tank Tiger Mike Revere
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Grand Canyon District Stephen Briggs				Life Emeritus Members Roger “Priest” Hurm - Chairman Bill Justice - Chairman CJ Swinford - Chairman Colin “Cinders” MacDiarmid- Chairman* Tom Coor - Chairman
High Country District Marlin Kessler Colin MacDiarmid* Stony Monday				Co-Founders of MMA-AZ Joe Eggleston, Esq.* AIM Attorney Richard Lester, Esq. AIM Attorney
Leather David Barr Debbie Basher Richard L. Davis* Jerry Dyer Terry Engelking Cindy Gates James Gonzales Lee Gonzales Larry Griffith Dave “Stiffy” Hill Don Hill Rhonda Holz		Salt River District James Best Mick Degn John Emerson Chuck Franklin Howard Gelman Bill Goodwin Bob Gurnfory Sherry Harradence Gay Hayward James Hillyard William Hitze	Westsidiers District Deborah Blair Kimberley “Sunshiney” Cole George Graham Ray Huston Gene “Gobb” Mummert Wesley “T-Bone” Straight Michael Vigorito	* In Memoriam
			White Mountain District Tim Belous Randy Cridner John “Oilcan” Fields* Bob Kirby	

MMA of Arizona District Meeting Times & Locations

Eagle/Leather District
2nd Saturday at 10 am
Charley's Place
4324 W. Thunderbird Rd.
Glendale, AZ

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)*

HIGHWAY BILL PASSES HOUSE INCLUDING MOTORCYCLIST-SUPPORTED PROVISIONS
The U.S. House of Representatives passed the “Investing in a New Vision for the Environment and Surface Transportation in America” or INVEST in America Act (H.R. 3684) on July 1, 2021 by a mostly partisan vote of 221-201. The five-year \$715 billion surface transportation and water infrastructure bill directs federal investments in roads, bridges, transit, rail, and clean water programs, and also contains several key provisions benefiting motorcycle riders;

SEC. 3005: GRANT PROGRAM TO PROHIBIT RACIAL PROFILING was amended to include grant funding to include “the costs of collecting, maintaining, and evaluating data on the driver’s mode of transportation at traffic stops” to help determine biker profiling by law enforcement.

SEC. 3011: STOP MOTORCYCLE CHECK-POINT FUNDING, not only expands prohibitions on motorcycle-only checkpoints, but also prohibits law enforcement activities that “otherwise profile and stop motorcycle operators or motorcycle passengers using as a factor the clothing or mode of transportation of such operators or passengers.”

SEC. 3013: MOTORCYCLIST ADVISORY COUNCIL, reauthorizes the MAC to “advise the Secretary, the Administrator of the National Highway Traffic Safety Administration, and the Administrator of the Federal Highway Administration on transportation issues of concern to motorcyclists,” including “barrier design, road design, construction, and maintenance practices, and the architecture and implementation of intelligent transportation systems technologies.”

H.R. 3684 specifies that motorcycles must be taken into consideration when the Department of Transportation (DOT) conducts safety studies on autonomous vehicles.

Additionally, the Highway Bill earmarks \$5,760,000 in 405 safety funds to states for motorcyclist safety in the next fiscal year, and increases program funding by more than a third annually through 2025.

Once the Senate passes their own version of the highway bill, both chambers will come together in a Conference Committee to iron out any differences before sending the bill to the President for his signature.

Time is of the essence, as the current surface transportation bill expires on September 30.

RIGHT TO REPAIR MAKES HEADWAY

Consumers may soon have more choice over where to take products, from vehicles to smartphones, to be repaired following a new Biden Administration executive order intended to promote right-to-repair protections.

In a broad-ranging executive order aimed at increasing competition in the marketplace, President Biden has asked the Federal Trade Commission to draft regulations that would prevent manufacturers from stipulating that these and other devices can be repaired only by authorized personnel.

Tucked into the executive order that covered 72 initiatives to promote competition in the U.S.

economy, Biden specifically asked the FTC to crack down on “unfair anticompetitive restrictions on third-party repair or self-repair of items.”

The new directive to the FTC comes a couple of months after the commission delivered a 54-page report to Congress that concluded “there is scant evidence to support manufacturers’ justifications for repair restrictions.”

The order is a significant win for the right to repair advocates who have long championed a consumer’s choice to have their technology fixed either by third parties or on their own, rather than solely by the manufacturer. Right to repair argues that anyone should have access to the OEM parts, manuals, and software needed to perform those repairs.

MIC ‘RIDE WITH US’ INITIATIVE AIMS TO GET “NEW RIDERS, RIDING MORE”
“Ride With Us” -- the powersports industry’s multifaceted market expansion program -- has been officially launched by the Motorcycle Industry Council (MIC).

“In late 2019 at MIC’s Communication Symposium, we shared the MIC’s vision for growing ridership – more riders, riding more,” said Paul Vitrano, chairman of the MIC Board of Directors and senior vice president/senior assistant general counsel of Polaris, in the announcement. “We were excited to begin operationalizing the plan in early 2020, but the pandemic caused us to pause and refocus our efforts on helping powersports businesses remain open.”

“While we were navigating the coronavirus, we also were working hard to prepare for the post-pandemic environment,” said Erik Pritchard, president and CEO of the MIC. “Our preparation included a number of initiatives tied to each phase of the new rider journey -- Inspire, Explore, Engage, and Integrate -- as well supporting new-rider education initiatives.”

The MIC is leading a task force composed of industry-leading marketing talent to help develop the program. As a part of the ‘Ride With Us’ program, the MIC is also delivering new 45-minute first-ride experiences for people who have never ridden a motorcycle before.

“Our industry has needed a unifying market expansion effort targeting potential and returning riders, and the MIC is delivering it with Ride With Us,” said Vitrano. “We urge all industry stakeholders to rally around this initiative as it rolls out to support people at every stage of their journey to becoming a lifelong rider.”

EMISSION-FREE MOTORCYCLES PLAY KEY ROLE IN U.K. TRANSPORTATION PLAN
The British government plans to ban the sale of gasoline-powered motorcycles, and from 2035 all new motorcycles must be zero emission, with powered two-wheelers (PTW) set to play a key role in a new Government Transport Decarbonisation Plan following years of behind the scenes campaigning from the Motorcycle Industry Association (MCIA).

The Department for Transport announced the radical new plan earlier this month, which pledges to end the sale of all new, non-zero emission road vehicles by 2040 at the latest, as well as phasing out the sale of all new non-zero emission heavy goods vehicles in that time-frame.

The 220-page DfT plan states that the government will “consult this year on a phase out date of 2035, or earlier if a faster transition appears feasible, for the sale of new non-zero emission powered two and three wheelers.”

Unlike in some previous transport announcements, motorcycles and scooters have been considered from the outset, thanks to consultations between the MCIA and government ministers spanning the past three years.

“Motorcycles, scooters and other forms of Powered Light Vehicles will play a key role and we are extremely happy this has now been recognized,” said MCIA chief executive Tony Campbell, adding that “Only a fool would think that the motorcycling sector could be treated separately from everything else going on in the world.”

U.S. AND E.U. LEADERS REACH TRUCE IN RETALIATORY TARIFFS WAR

The current European and U.S. trade dispute dates back to 2004 when both parties accused one another of unfairly subsidizing aircraft giants Boeing and Airbus. In 2018, the World Trade Organization declared both sides guilty, allowing the U.S. to implement \$7.5 billion in tariffs and the E.U. to retaliate with \$4 billion in duties.

Over the years, the retributive approach on both sides extended the tariffs beyond the aircraft manufacturers, and from French wine to American whiskey to Harley-Davidson motorcycles, the tax rates ballooned. In 2018, the dispute intensified into an all-out trade war when former President Donald Trump imposed new steel and aluminum tariffs on several NATO allies.

That decision spurred the E.U. to hit back with a series of tax hikes that would have levied a 56-percent tariff on American motorcycles over 500cc. Luckily, the E.U. relented, delaying the measures until December, 2021. However, that didn’t solve the impending trade crisis for brands like Harley-Davidson.

At the European Union-United States Summit in Brussels, Belgium, on June 15, 2021, U.S. President Joe Biden and European Commission President Ursula von der Leyen reached a truce in the 17-year Boeing-Airbus spat. The agreement will go into effect on July 11, 2021, and will suspend the tariffs for the next five years. The truce not only mends trans-Atlantic trade relations, but also lays the groundwork for both parties to unite against a common threat in the aircraft industry: China, a major threat due to its overproduction of steel and aluminum.

MORE COUNTRIES BANNING GAS-POWERED MOTORCYCLES

It seems that more and more nations are beginning to adopt a policy of allowing only brand new electric-powered vehicles to be sold in their jurisdictions in the near future, and now Indonesia, Southeast Asia’s largest motorcycle market with more than 112-million motorcycles on its busy streets, has declared that no more new internal combustion engine (ICE) motorcycles should be sold in the country by 2050.

Singapore also adopted a similar policy by banning motorcycles they consider “old” from their streets by 2028. India, as well as some European nations, had already enacted similar measures earlier. Now, Canada is the newest country that’s taking on drastic measures to significantly cut greenhouse gas emissions.

In a recent announcement from the Canadian government agency, Transport Canada (TC), they are accelerating the complete eradication of ICE-powered vehicles by outlawing them by 2035 -- which is 5-years earlier than the original 2040 plan.

“Today, we take another important step on the

road to net zero by accelerating our zero-emission vehicle targets to 2035,” said Seamus O’Regan Jr., the Canadian minister of natural resources. “Achieving this target will require all Canadians, and businesses big and small, to embrace the change and go electric.”

Like other countries initiating combustion vehicle sales bans, the plan is to end new vehicle sales, and does not mention plans for older vehicles. Most such plans rely on older vehicles eventually phasing themselves out as they become impractical to repair and own over time.

MANDATORY MOTORCYCLE INSPECTIONS MAY HIT EUROPE IN 2023
The idea of mandatory periodic technical inspections (PTI) for motorcycles in Europe has been looming for some time now, since 2104, but new information indicates this legislation could be coming sooner than expected.

In fact, the Ministry of Transport (MOT) has confirmed it is preparing a decree in the Council of State to establish a date and basic parameters for inspections starting in 2023.

European Parliament wants mandatory inspections for motorized two-wheelers in every state of the European Union, while the Federation of European Motorcyclists’ Association (FEMA) argues that such a Europe-wide law is unnecessary, citing existing inspection regulations, a low risk of accidents due to technical defects, and possible collusion with inspection companies.

A typical PTI is expected to include a visual inspection of running gear (lights, tires, brakes, etc.), as well as a sound inspection and pollution test, to be performed at a certified inspection station. However, at this time, it is unclear how often these checks will happen and what the exact details will be.

EASYRIDERS ON THE COMEBACK TRAIL
Easyriders magazine was known as the “biker’s bible” for over 50 years, before ceasing production in 2019, but now Classic Easyriders will kickstart a new era beginning this December, drawing on its rich heritage as an integral part of the biker lifestyle.

“Our industry needs a paper magazine as well as a digital presence now more than ever before, to capture and promote the American motorcycle culture,” says editor-in-chief Dave Nichols.

While there will be no nudity as in the original Easyriders, Classic Easyriders (www.ClassicEasyriders.com) will bring readers the look and feel of biker magazines of the 1970s and ’80s, with fresh new choppers, bobbers, classic motorcycles and the latest builds by today’s top builders. The monthly magazine will also include interviews with biker legends and showcase motorcycle-related parts, products and accessories.

QUOTABLE QUOTE: “A page of history is worth a volume of logic.”
~ Oliver Wendell Holmes, Jr. (1841-1935), U.S. Supreme Court Justice

NCOM Convention in Des Moines, Iowa

The 36th annual NCOM Convention in Des Moines, Iowa is coming up soon, so the National Coalition of Motorcyclists (NCOM) requests your kind assistance in promoting this important event by helping distribute the attached flyer in your publication and/or website/Facebook or e-Blast.

THANK YOU in advance, and we hope to see you there!
Bill Bish,
NCOM Board of Directors / Public Relations Liaison

NCOM CONVENTION IN DES MOINES WELCOMES RIDERS NATIONWIDE
The 36th annual NCOM Convention is right around the corner, so plan now to be a part of one of the largest gathering of motorcycle rights activists in the world. This year’s NCOM Convention, to be held JULY 23-25, 2021 at the Hol-

iday Inn Des Moines - Airport, located at 6111 Fleur Drive in Des Moines, will draw hundreds of concerned motorcyclists to America’s Heartland to address topics of concern to all riders.

Agenda items will cover legal and legislative issues, with Special Meetings for Veterans Affairs, Women in Motorcycling, Clean & Sober Roundtable and World of Sport Bikes, as well as the Christian Unity Conference and Confederation of Clubs Patch Holders Meeting.

All motorcyclists are welcomed and encouraged to participate in the many meetings, seminars and group discussions that focus on legislative efforts and litigation techniques to protect our riders’ rights and preserve Freedom of the Road.

In the meantime, the National Coalition of Motorcyclists is requesting that MROs, motorcycle clubs, and riding associations submit the names

of those members and supporters who have passed away over the past year, since last October’s NCOM Convention in Indianapolis, so that we may honor their memories with the traditional “Ringing of the Bell” tribute to fallen riders during the opening ceremonies. Dedications should be e-mailed in advance to Bill Bish at NCOMBish@aol.com, or can be hand-delivered at the Convention to “Doc” Reichenbach, NCOM Chairman of the Board.

Be sure to reserve your hotel room now by calling (515) 287-2400, and mention NCOM for our Special Room Rate.

Registration fees for the NCOM Convention are \$85 including the Silver Spoke Awards Banquet on Saturday night, or \$50 for the Convention only. For more information, or to pre-register, call the National Coalition of Motorcyclists at (800) 525-5355 or visit www.ON-A-BIKE.com.

HELP US REDUCE CRASHES & FATALITIES IN ARIZONA

SHARE THE ROAD



ARIZONA
Motorcycle
SAFETY AND
AWARENESS
Foundation

AMS
A
F

Sponsored by Arizona Motorcycle Safety and Awareness Foundation



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/>



Jester Memorial Run 2021

The 26th annual “Jester Memorial Run” is an event, we of the Verde Valley Dist. MMA, put on to acknowledge the passing of our brothers and sisters of the previous year. This year we had 5 people to remember, with our own Verde Valley Dist. Mgr. Alan Christian being dedicated as the event honoree.

96 riders attended to pay their respects to the families and friends of those who have passed away. It was, in my opinion, the windiest day known to man and yet these dedicated riders did not let the conditions slow them down. We had a dice run,

raffles, 50/50, t-shirts with the named honorees and more.

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Respectfully,
Gary Wilharm V.V. Dist. MMA



Traveling but can’t bring your motorcycle? Here are a few solutions

<https://blog.bikernet.com>

from <https://www.traveldailynews.com>

One of the primary reasons why people travel is to get away from their day-to-day hard-knock lives and relax on an island away from all the noise. Although leaving the noisy city to a remote location brings a high level of calmness and serenity, many people still like to be very active while on vacation. One major group of people in this category are bikers.

Whether they are in Cancun or Fiji Islands, bikers love to have their motorcycles with them and don’t like to go too long without riding. If you are in this category of vacationers, then not being able to travel with your motorcycle must be such a bummer. The good news is that there are many solutions that bikers can try to ensure

they can ride when they travel. Ranging from shipping your motorcycle to your location to renting a different motorcycle, these tips will surely help you do what you love, even in a different location. So, here are a few solutions that will keep you active when you cannot take your motorcycle along on trips.

1. Renting a motorcycle
Renting service has been the most thought-after solution when going on traveling. Since you can’t travel with your motorcycle in tow, being able to rent it at your destination should be the next solution in mind. You might be worried about whether or not you will find a motorcycle rental service in your destination country, especially if you are going to a remote island. You should note that some brands allow tourists to rent a motorcycle from any part of the globe, and they can see the available countries in this

URL or BRANDED website. This way, you can be sure a motorcycle will be waiting for you when you arrive. Also, ensure you have an idea of the type of motorcycle the rental company provides if it is durable for your activities.

When renting, try to check the details like the insurance, breakdown maintenance, and other required services covering the motorcycle. Most significantly, insurance is a focal point in renting a motorcycle. Due to unexpected events that can occur anytime with the bike, try and know the insurance policy. For instance, you rent a motorcycle for your trip, you got robbed, and it was taken away from you. With a good insurance policy, there will be some coverage for such an event.

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Chairman’s Report

It is nice to see things getting back to Normal. The past 19 months have been crazy.


We are seeing all kinds of events going on and we can start raising money for the Motorcycle community. Could be a Charity run helping a down Rider or just putting on a great Party.

We were able to do our Beach Party this year held it in Payson. We got to see old members

that have bot been out and about Great time great place and great band. We already made plans for next year.

Moving forward to this next year we need to try and get the younger generation involved in our cause. If we do not, we will lose all our rights as riders. If you know younger riders lets, try and get them to come to meetings these things are important we promote Motorcycle Safety and

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!



Awareness.

This is the summer and down here in the Valley it has been a scorcher. If you are riding stay hydrated please and watch out for these cages since they do not watch out for us. I cannot wait for riding weather here in the valley.

Cindy Gates
Chairman MMA of Arizona

Traveling but can’t bring your motorcycle? continued

Lastly, safety is always the primary concern for anyone when using a motorcycle. So it is always essential for you to make inquiries about the safety and maintenance carried out on the motorcycles. If it is from a trusted maintenance company that keeps to high standards, then feel less disturbed about your safety. It is vital to know how long such a motorcycle has been in function. Also, if possible, get to keep a snapshot of the bike before using it as a means of evidence in case any matter arises.

2. Purchase and sell
This type of solution is often hardly considered because of the cost and loss experienced when selling the motorcycle. In a situation where you will stay for a long time while on your trip, considering this solution will be a brilliant idea. However, if you can afford it, it will be the best for you.

For instance, you can either purchase a new motorcycle that might be less expensive or a used one placed for sale. After traveling has

lapsed, you can decide to sell it off and make back some of your money spent on getting the motorcycle. The recorded loss might be a little different between the purchasing price and the selling price.

3. Get the necessary document
Every intending destination you want to go to might request some document before anything can be used on their road or cross its border.

continued page 8

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

Full

Printed Page

1/4 BC 1/8 1/2

Printed Page

For web advertising and pricing please call 602.576.1768

Web Page


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



Who We Are is Who We Were

Mark Buckner
Executive Director, Motorcycle Riders Foundation

“We understand now, we’ve been made to understand, and to embrace the understanding that who we are is who we were.” – John Quincy Adams

When President Adams spoke those words, he was arguing before the United States Supreme Court, long after his time in the White House had passed. The case being heard was to determine the fate of insurrectionists aboard the Spanish slave ship ‘Amistad’ in 1839. The insurrectionists were captive Africans, being transported to the United States to be sold as slaves.

Arguing in favor of freeing the Africans, Adams referenced the Declaration of Independence, which reads in part:

‘We hold these truths to be self-evident, that all men are created equal, that they are endowed by their Creator with certain unalienable Rights, that among these are Life, Liberty and the pursuit of Happiness.--That to secure these rights, Governments are instituted among Men, deriving their just powers from the consent of the governed...’

When Adams said ‘who we are is who we were’ he was talking about the importance of looking back into our past, remembering what is really important to us as Americans. While some people will argue that the founding principles laid out in the Declaration of Independence and the U.S. Constitution and are no longer valid, that the changing nature of our world precludes any lasting adherence, many of us believe those principles are as valid and inviolate today as they ever were.

If you’ve seen the film ‘Amistad’ or if you know the story, you know that Adams and the other members of the legal team were successful in obtaining the freedom of the Africans. No small feat considering the political machinery of the day.

That understanding of ‘who we are is who we were’ will always be relevant when we’re faced with those who would take away our freedom in the belief that government, not the governed, should decide what is best for the people.

In the motorcyclists’ rights movement, our core values haven’t changed. For more than fifty years we have remained true to our founding principles. Some people think of us only as ‘the helmet law people’, and while we are as opposed to mandatory helmet laws as we have ever been, we are so much more than that. We work with like-minded elected officials and governmental agencies to promote motorcycling. Since the inception of motorcycle safety training, motorcyclists’ rights organizations have been among the strongest proponents of rider education and safety programs. We fight unfair insurance provisions targeting motorcycling. We stand up for motorcycling businesses and our right to safely modify our machines. We never stop monitoring state and federal legislation for any bill that affects motorcyclists, and we always take a principled stand, regardless of who we’re going up against. And we win.

The Motorcycle Riders Foundation, alongside our partner organizations, those who continue working to preserve and protect motorcycling, will always remember; ‘Who we are is who we were’.

<https://mrf.org/join-the-mrf/>

Traveling but can’t bring your motorcycle? continued

First of all, making inquiries about a particular place you want to travel so can save you some expenses for your motorcycle. Second, if you are going to a place where documentation will be required for a motorcycle, try and ensure you get those necessary documents available. Some of these documents can be a valid passport, travel document, international driving permit, and visa.

For instance, you are traveling to a country where an international driving permit is required before taking a motorcycle into such country. Upon presenting the required document, you

will be allowed to bring in and use your bike in that country without been stopped. After you are over with the duration of your stay, you can take your motorcycle along with you.

4. Ship your motorcycle
You can also consider shipping it when you cannot bring your motorcycle while traveling to the exact destination, either through local services or international services. It may seem to be quite expensive and takes a lot of work to process, but the safe delivery of your motorcycle is highly guaranteed. To avoid delaying your bike at the checkpoint, you must ensure all pa-

perwork, physical and online registration is complete.

Lastly, due to the increasing shipping services globally, it is highly advisable to use a well-known company with good significant reviews in delivering goods and cargos to that specific destination. You can do your research about brands that suit you well.

With these few tips, you can easily travel to any location and not worry about not having your motorcycle. You can still do what you love in a new and exciting location!

Hot Harley Nights 25th Anniversary raises funds for charity

<https://blog.bikernet.com>

Hot Harley Nights Motorcycle Rally Resumes its Mission To Raise Funds For Make-A-Wish While Providing Fun-filled Weekend of Motorsports and Entertainment.

Sioux Falls, SD (July 06, 2021) – This year marks the 25th anniversary of Hot Harley Nights , and organizers have lined up a jam-packed slate of top-flight motorsports and entertainment events. Hosted by J&L Harley-Davidson, this year’s rally takes place July 9th – 11th at J&L Harley-Davidson and the W. H. Lyon Fairgrounds in Sioux Falls, SD. While the rally is known for its riding, music, stunt shows, racing and more, the priority has always been to generate funds for Make-A-Wish South Dakota, and Hot Harley Nights has raised over \$3.5 million for this worthy cause over the past 24 years.

“Our mission has always been charity-driven,” said Hot Harley Nights organizer and J&L Harley-Davidson Co-Owner Jimmy Entenman. “But we’re looking to have as much fun as we possibly can during the process. We’ve got a lot going on during the weekend, but I think I’m most excited about country superstar Rodney Atkins, our music headliner for Saturday night—I am keyed up and ready to go!”

Festivities kick off at J&L Harley-Davidson on Friday, July 9, at 9 a.m. Patrons can avail them-

selves of excellent food and drink, National HOG Pin Stop, Silent Auction, and free Harley-Davidson demo rides. The Hot Harley Nights Rider Justice Poker Run Scramble starts at 10 a.m.—participants can turn in completed cards later that day or stretch things out and return them Saturday or Sunday.

Other riding opportunities on opening day include the J&L Harley-Davidson Owners Ride, Glacial Lakes Harley-Davidson Run to Hot Harley Nights, Hooligan Flat Track Clinic and the Regions LARGEST Ride-in Bike Show.

Bookending Day 1 of Hot Harley Nights will be the thrilling stunt riding of Rhett Rotten in his authentic 1930s wood-constructed bowl known as the Wall of Death, starting with the first of four daily shows at 9 a.m., and the musical stylings of premier 80s rock tribute band Arch Allies, who close out the night with the music of Journey, Styx, Bon Jovi, Def Lepperd, REO Speedwagon, Boston, and many more.

Day 2 begins bright and early on Saturday, July 10, at 9 a.m. Rally goers can look forward to more Rhett Rotten Wall of Death stunt shows throughout the day, as well as more free H-D demo rides, Guided Rides hosted by Sioux Falls Harley Owners Group, Speed-Kings Custom Harley Show, Shinko Tire and HardDrive Burn Out Contest and the Hot Harley Nights Motorcycle Parade. Then things shift to the W. H. Lyon

Fairgrounds for J&P Cycles Dirt Dash Hooligan Racing, the Rhett Rotten Roller Show and music from Rick Monroe and the Hitmen and Rodney Atkins.

And as if that wasn’t enough, the Hot Harley Nights 25th Anniversary Rally finishes up on Sunday with more demo rides, more Rhett Rotten, the J&P Cycles Hooligan Dirt Dash, the J&L Harley Ride to Wagon Wheel and a musical performance by former rocker-turned-country-phenom Darius Rucker.

Sponsors for this year’s Hot Harley Nights include Sanford Health, J&L Harley-Davidson, Harley-Davidson of Fargo, Big Sioux PowerSports, Budweiser, Chesterman Co, First PREMIER Bank, Glacial Lakes Harley-Davidson, Great Western Bank, Howe Plumbing & Heating, Interstate PowerSystems, Jans Corporation, J&P Cycles, Make-A-Wish, McKinney Olson Insurance, Rider Justice, South Dakota Pork Producers Council, Soukup Construction, Speedkings, Those Guys ABATE, Tony’s Catering, and Woods Fuller Schultz & Smith.

J&L Harley-Davidson’s Hot Harley Nights 25th Anniversary runs Friday, July 9, through Sunday, July 11. New and returning riders can find out anything they ever wanted to know about Hot Harley Nights Motorcycle Rally by visiting www.hotharleynights.com. And be sure to check out HHN on Facebook, Instagram and YouTube.



37th Annual
2021



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or book online at book.passkey.com/e/50148745 Cut-off date: Sept. 10, 2021 (6pm)
Pre-registration for conference through the MRF, PO Box 250, Highland, IL 62249
Pre-registration (must be received by Sept. 10): \$80.00 (current member) / \$90.00 (non-member)
Registration rate after Sept. 10: \$90.00 (current member) / \$100.00 (non-member)
Registration includes all workshops, workshop materials, and Saturday banquet.
Registration questions call the MRF at 202-546-0983, or email Fred Harrell at fred@mrf.org.

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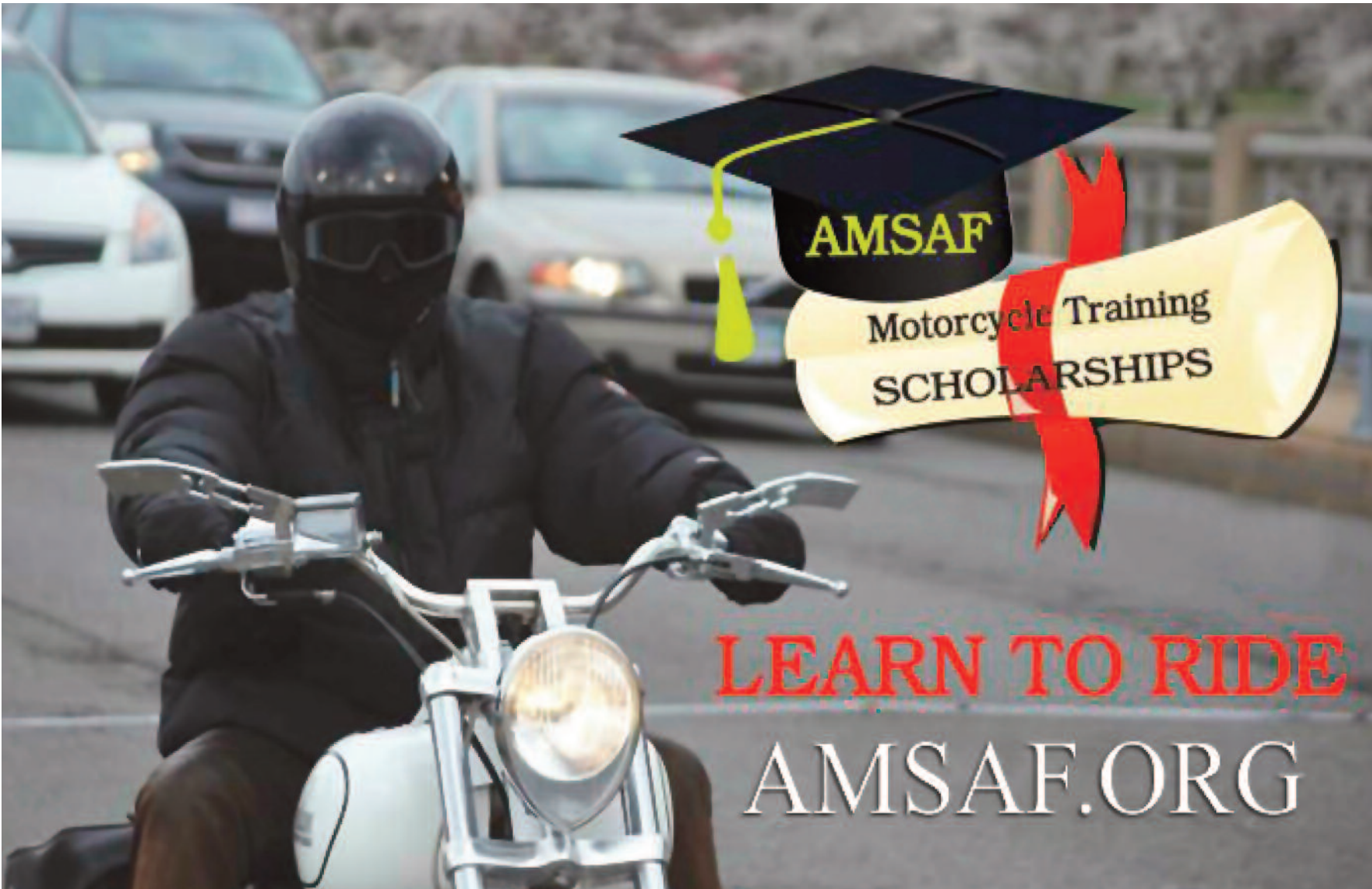


District Updates

Eagle/Leather District Report
NO REPORT

Rim Country District Report
NO REPORT

Verde Valley District Report
NO REPORT



Review of Triumph Thruxton RS 2021: a factory cafe racer

<https://blog.bikernet.com>

by Kyle Hyatt from <https://www.cnet.com>

Everyday café: Triumph’s factory cafe racer offers an engaging ride and killer looks, but is it worth the sky-high asking price?

The Thruxton RS is arguably the crown jewel of Triumph’s Modern Classic lineup of motorcycles. It’s an interesting mashup of modern, high-end components and technology, with a decidedly old-school powertrain. It’s a bike that shouldn’t make sense, but after spending time with it, it’s a bike I can’t get out of my head.

The 2021 Triumph Thruxton RS is powered by a 1,200-cc liquid-cooled 270-degree parallel-twin engine, which produces 103 horsepower at 7,500 rpm and 83 pound-feet of torque at just 4,250 rpm. It’s an engine that, thanks to its large displacement and firing order, makes a noise that will get your heart pumping, even if its performance pales in comparison to more conventional naked and sport bikes.

The engine delivers its power smoothly, thanks to Triumph’s excellent fueling. The bike routes its power through a smooth six-speed sequential transmission and out a chain final drive. The gearbox offers light, crisp shifts and an easy-to-find neutral. The age of the engine’s design shows, but that’s a good thing, given Triumph’s continued development.

The formerly-range-topping RS is now the only Thruxton model you can get, and so Triumph seems to have spared no expense in kitting it out with the best-possible chassis components. While the Thruxton’s frame is a conventional and old-timey tubular steel affair, the suspension is modern and well considered. The front fork comes from Showa and uses that company’s “Big Piston” design as found on high-end sport bikes. It’s fully adjustable and makes for a controlled and plush ride, even over bumpy pavement.

The rear shocks (that’s right, two — this is a heritage bike, after all) come from Ohlins and are also fully adjustable. Typically, in my experience, twin-shock bikes don’t necessarily offer the best control over broken pavement or on fast roads, but these Ohlins units toss all that out the window. The back end of the Thruxton feels as comfortable and confident as I could hope for. It uses some fairly trick wheels to help with its handling, too. It has 17-inch, 32-spoke wire wheels, but unlike most wire wheels with steel spokes, the Thruxton uses weight-saving aluminum spokes. The wheels are wrapped in sticky Metzeler Racetec tires.

The brakes come from Brembo, and as such, they’re excellent. Having big Brembo brakes on a motorcycle isn’t unlike stopping at a Starbucks on a long road trip. Sure, there are other options, but this way you know exactly what you’re in for. In the case of the Brembos, what you’re in for is an excellent feel from the lever, huge

stopping power and almost jewel-like build quality. The twin front rotors on the RS are sized at 310 millimeters and gripped by Brembo M50 four-piston radial-mount calipers. The single rear rotor comes in at 220 millimeters and is clamped by a single, twin-piston Nissin caliper.



The Thruxton has anti-lock brakes, but they’re not lean-sensitive since the bike lacks an inertial measurement unit. On a bike like the Thruxton — one that’s more about looking good and having fun than outright speed — this is totally acceptable. The Thruxton also packs user-selectable ride modes, which include Road, Rain and Sport. I generally find myself leaving the bike in Sport mode all the time because I like the extra responsive throttle. The Thruxton RS features a very handsome analog speedometer and tachometer. Each also packs an LCD display that provides all the pertinent rider information that I want to see — fuel level, gear indicator, trip odometer, etc. It’s a bit old school, but so is the bike.

When it comes to ergonomics, cafe racers aren’t generally what I’d call comfortable for longer rides. They feature a more leaned-forward, sport bike-like stance, which looks great and makes for agile handling, but can be hard on your wrists. The Thruxton somehow manages to pull off the cafe racer look while remaining relatively comfortable. The bike is slightly more upright than it might seem at first glance and a generous rider triangle means that even someone like me at 6 feet,

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)

Review of Triumph Thruxton RS 2021 continued

The bike is slightly more upright than it might seem at first glance and a generous rider triangle means that even someone like me at 6 feet, 4 inches doesn't feel incredibly cramped. Footpeg clearance is good, too, so leaning the bike way over isn't an issue.

With a seat height of nearly 32 inches, the Thruxton may be a bit of a struggle for some smaller riders when it comes time to get both feet on the ground at a stop. It's also not especially light, at 434 pounds dry, so that might also

be something for smaller riders to consider. The Triumph Speed Twin might be better, in that case.

The Thruxton is a bike that somehow manages to ride as good as it looks, which is saying something. It's easy to putter around town on, thanks to its compliant ride and torquey, understressed engine. It's also a riot on a curvy road, thanks to its sticky tires and aggressive-ish riding position, and there are few pleasures greater than hearing the Thruxton's big twin-

cylinder engine echo off of canyon walls at 7,500 rpm.

The Thruxton RS is a fantastic machine, but of course, it should be, given its price tag. All of the motorcycle jewelry that Triumph bestows on the RS means that it's packing a hefty asking price of \$16,200. There is an almost limitless number of other motorcycles that can offer more performance or utility than the Thruxton for that money (or less). Still, I struggle to think of one that can offer performance with as much style.



MRF

MMA of Arizona

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

- ☐ Annual Individual Membership \$35
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- ☐ Annual Sustaining Membership \$100
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MMA of Arizona Business Member Listing by City

At Large	The Bar at Stromboli's 321 S. Main St. Cottonwood, AZ 86326 928-634-3838	Page	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
Apache Junction	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	Cornville	Page Boy Motel 150 N. Lake Powell Blvd. Page, AZ 86040 928-645-2416 www.pageboymotel.us Business Life Member	Phoenix
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
Avondale	Gilbert	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
Camp Verde	Glendale	Payson	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
Clarkdale	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
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Coolidge	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
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Cottonwood	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
ABC Body Shop 1269 E Cherry St Cottonwood, AZ 86326 928-634-6442 Business Life	Mesa	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
Bedrock Landscape Materials & Supplies 770 E State Route 89A, Cottonwood, AZ 85302 928-634-1490 Business Life Member	America's Ultra Clean Carpet Cleaning 738 E. Dana Suite A Mesa, AZ 85204 480-206-4003 Business Life Member		Strawberry
Chaparral Bar 325 S. Main St. Cottonwood, AZ 86326 928-254-1307 928-634-2131	Mainstreet Motorcycles 9750 E. Apache Tr. Mesa, AZ 85207 480-357-7595 Business Life Member		Bandits Restaurant & The Dirty Cowboy Saloon Bar and Restaurant 5079 N Hwy 87 Strawberry, AZ 85544 928-363-4075
Kactus Kate's Bar 929 N. Main St. Cottonwood, AZ 86326 928-634-7822	VIII Society M/C 7930 E. 1st Ave. Mesa, AZ 85208 480-227-2690 Business Life Member		MotorcycleSafari.com 928-476-1955
The American Legion Riders Post 25 Business Life Member	New River		
Scherich Insurance LLC 657 E Cottonwood St, Ste 6C, Cottonwood AZ 86326 928-567-0335	Roadrunner Restaurant & Saloon 47801 N. Black Canyon Highway New River, AZ 85087 623-465-9903 Business Life Member		
Seitz Architectural Design 728 Cove Parkway Cottonwood, AZ 86326 928-646-1788, 928-301-2620 Business Life Member			

Show Low

Days Inn - Show Low
480 W. Duece Of Clubs
Show Low, AZ 85901
928-537-4356
Business Life Member

Native New Yorker #12
391 W. Duece Of Clubs
Show Low, AZ 85901
928-532-5100
Business Life Member

Springerville

American Legion Post #30
825 E. Main
Springerville, AZ 85938
928-339-4475 928-551-3320
Business Life Member

Booga Red's
521 E. Main St.
Springerville, AZ 85938
928-333-2640 928-245-1670
Business Life Member

Star Valley

Mad Mario's Breakfast & BBQ
3964 E AZ HWY 260
Star Valley, AZ 85541
928-978-3705
Business Member

Spur Bar
3964 E AZ HWY 260
Star Valley, AZ 85541
928-472-7787
Business Member

Surprise

Arizona Dragon Slayer Exterminator
26307 N. 157th Ave.
Surprise, AZ 85387
602-526-0919 602-526-1312
Business Life Member

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\$4,000.00
Accidental Death and
Dismemberment Insurance
To all MMA-AZ Members

*****AS OF July,2016*****

Hello all,

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 per-sonally 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.

It's that simple -- you need to do nothing to have this increase to (\$4,000.00) Four Thousand Dollars of Accidental Death & Dis-memberment Insurance.

If you have been thinking about getting more insurance or any other type of insurance --- by all means please use the Insurance Company that is sponsoring this \$4,000.00 of Accidental Death and Dismemberment Insurance benefit to us MMA-AZ Members.

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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Custom Harley-Davidson Is All About America, Built Elsewhere

<https://blog.bikernet.com>

by Daniel Patrascu from <https://www.autoevolution.com>

Motorcycles and freedom are two notions that are most often associated with the American way of life. Responsible for the former are the local bike makers, of course, with Harley-Davidson playing a big part. As for the latter, well, it's the way Americans chose to build and run their society.

These two notions have spread fast around the world, and you don't need us to tell you that, at least as far as freedom goes. But you might need us to find out about the countless motorcycle builders out there that take a lot of inspiration from American motorcycles when doing

their own projects.

For more than a year now, we've traveled virtually around Europe to uncover custom motorcycle projects based on Harley-Davidson bikes. We found most of them in Germany, where many custom shops exist, but there are incredible ideas coming from elsewhere as well.

Like, say Poland, where a shop by the name BTChoppers resides. Like a lot of other European businesses of its kind, it too got recognition from the land of Harley-Davidson, and the bike maker itself.

Back in 2011, for instance, during the AMD World Championships in Sturgis, South Dakota, Harley awarded the Pick of Excellence title to a BTChoppers build. That would be the one we

have here, aptly titled Bit of Freedom.

The bike is a custom build from the ground up, meaning it uses a fully custom frame inside, in which a Harley-Davidson shovelhead engine sits cradled.

It was the minimalist style of this bike and the perfectly matching, retro-styled paint job in Red Dark Crimson and gold that caught our eye and made us bring it back into the spotlight as the perfect opener of the broader coverage of the BTChoppers bikes coming our way over the next few months.

So, if you fancy Polish-made bikes with a twist of America, stay close.

California: Grand Jury Report Labels Toll Roads A Bad Deal

<https://www.thenewspaper.com>Report from Orange County, California Grand Jury says tolling turned a \$2.8 billion road into a \$28 billion burden for drivers.

241 Toll Road

By Richard Diamond

Spending \$28 billion to finance \$2.8 billion in road construction costs makes no sense. That was the conclusion the Orange County Grand Jury arrived at last week after investigating California's Transportation Corridor Agencies (TCA), operators of the SR-73, 133, 241 and 261 toll roads. This is the second scathing grand jury report on the topic, following a 2020 investigation that was cut short by the Covid-19 virus scare (read 2020 report).

The grand jury is a group of about two dozen individuals who serve for a year with both criminal trial duties and the ability to investigate county business. Jurors gathered documents and conducted interviews to lay out the history and operational practices of the private-public partnership behind the toll roads.

California created the "joint power agreements" that allowed area cities in 1986 to set up two separate toll road agencies (collectively, the TCA) governed by boards consisting of city officials and county supervisors. TCA sold non-recourse revenue bonds to private investors to raise money for the road with the expectation that future toll revenue would be used to pay them back. TCA also levies an "impact fee" tax on developers near the road to generate revenue, which will add \$16,434 to the cost of each new house in the area by 2050. TCA spent \$2.5 billion of this money to construct the 51 miles of highway that exist today. TCA also used another

\$197 million that came in the form of federal grants -- the only direct investment from taxpayers.

After the last construction bond was issued in 1999, the publicly stated plan was to retire the debt and turn the toll roads into freeways by 2040. Debt was structured in ways that back-loaded payment as far as possible, like a balloon mortgage.

"Tolls pay for construction debt only under a liberal interpretation of the concept," the report explained. "The initial three-billion-dollar debt was converted into more debt and then more debt, resulting in a \$15 billion financial hole. A toll dollar dropped into that hole has a one in five chance of landing on the original construction debt. The correlation between construction debt and toll revenues is effectively broken."

Traffic forecasts proved optimistic, and the Great Recession hit in 2007, forcing TCA to restructure its debt, further putting off repayment until 2053.

"The new financial strategy bought the TCA some breathing room, so it amended the forecasted revenues to lower, more realistic numbers," the report noted. "This financial maneuver also extended its life as an agency. As long as the TCA has outstanding debt, it can stay in business, collect tolls from drivers, and collect development impact fees from builders."

From the opening of each toll road until 2020, motorists have paid \$5 billion in tolls, and the buyers of new homes have paid \$757 million, for a total of \$6.1 billion in revenue (including additional cash from miscellaneous sources). The report projects the total will grow to \$21 billion in toll collections by 2053, plus \$861 million

in developer fees for a total collection of \$28.2 billion. Even though original construction costs were \$2.8 billion, the total amount spent servicing the debt has been \$5.4 billion to date and will rise to \$15.7 billion by 2023.

Fitch Ratings believes TCA will be able to pay that debt because, "Legal rate-setting flexibility is high, as the agency can raise rates to any level without voter or regulatory approval." There is, however, no legal requirement for paying off the bond debt. Instead, TCA has 65 full-time staff with generous pensions and benefits from the state of California who would not want to give up the job security.

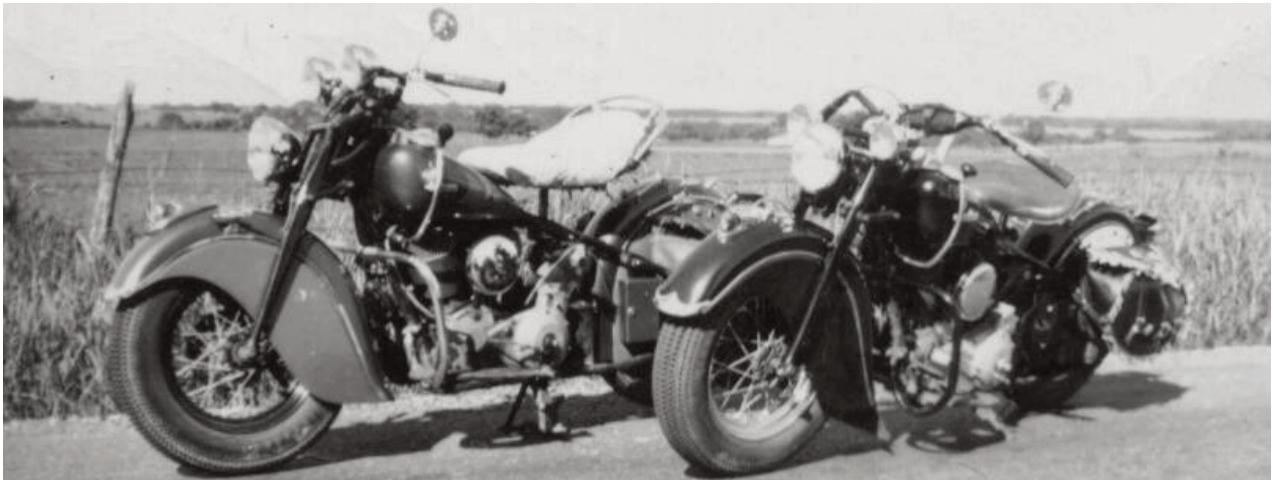
"Regardless of when the debt is retired, the grand jury believes that the roads will never become free," the report concluded. "With annual revenue of \$400 million and rising, the TCA is viewed as a 'cash cow,' as one local official described it to the grand jury."

To justify the agency's ongoing existence, toll road funds are now being used to pay for projects that have nothing to do with the road, including building bicycle lanes. TCA has also spent \$14 million on marketing, \$10.6 million on "outreach" and \$8.3 million on political lobbying.

"One agency insider stated to the grand jury that the TCA's only real supporters are people and groups that directly receive TCA money," the report explained. "The grand jury believes that the county would be better served if the agency devoted its funds to paying off debt."

A copy of the report is available in a 5mb PDF file at the source link below.

Source: PDF File \$28 Billion for a \$2.8 Billion Road (Orange County, California Grand Jury,



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MRF News, House passes highway bill - includes biker priorities

Thursday morning the full House of Representatives passed H.R. 3684 the Investing in a New Vision for the Environment and Surface Transportation in America Act or the INVEST in America Act. This bill is more commonly referred to as the highway bill. The bill is over 1,500 pages, spends \$715 billion and includes five beneficial provisions for motorcyclists. The final vote on passage was 221 for and 201 against. Two Republicans voted in favor and no Democrats opposed.

The Senate has begun work on their version of the highway bill and the two chambers will eventually need to work out the differences before an agreed upon bill is sent to the President for his signature. Traditionally, a highway bill has a five-year lifespan before Congress must fund and reauthorize programs again. Typically, highway bills occur in years ending in 0's and 5's. The last highway bill expired in 2020 but was given a one-year extension as Congress was unable to reach a compromise. Congress now faces a September 30th deadline to pass a new highway bill and reauthorize crucial transportation and safety related programs.

Below is a brief recap of the five motorcyclist related items that the House of Representatives approved and included in this major piece of legislation:

Profiling: The bill includes an update to current

federal law on the issue of motorcycle only check points. The bill passed today includes language that prohibits state and local governments from using funds from the Department of Transportation to "profile and stop motorcycle operators or motorcycle passengers using as a factor the clothing or mode of transportation of such operators or passengers."

Traffic Stop Data Collection: An amendment to the bill by Congressman Tim Walberg (MI-R) and Congressman Michael Burgess (TX-R) added the term "mode of transportation" to a newly created grant program for racial and ethnic profiling. The program allows states to use federal money to collect data on traffic stops. Originally the only information that states could use the funds for was to record was the driver's racial and ethnic makeup. With this added language, states will have access to funds to collect the "mode of transportation" of the person being stopped. If states choose to participate in the program, motorcyclists will have access to data on traffic stops and determine if motorcyclists are stopped disproportionately by law enforcement. This amendment was a joint effort by the Co-Chairmen of the House Motorcycle Caucus and was added just hours before the final bill was passed.

Motorcyclist Advisory Council: H.R. 3684 includes a section that reestablishes the Motorcyclist Advisory Council (MAC) and makes needed

changes. The MAC has existed for over a decade and allows federal policymakers, state highway officials, and motorcyclists to discuss the unique demands of riding a motorcycle and how roads, bridges, and other infrastructure can be built to better account for motorcyclists' needs. The bill creates dedicated seats on the council for motorcyclists' rights groups and manufacturers. It also requires a report every two years be made to the Secretary of Transportation and Congress.

Autonomous Vehicles: The INVEST Act includes specific language requiring that when the Department of Transportation conducts safety studies on autonomous vehicles, motorcycles must be considered as unique roadway users. Additionally, a newly formed working group on autonomous vehicles must include a motorcyclist safety group as part of its membership. As with the MAC, motorcyclists need a seat at the table when our safety and freedoms are being debated.

Motorcyclist Safety Funds: The bill, as passed, would increase the 405 safety funds made available to states for motorcyclist safety by \$1,470,000 for the next fiscal year with increases through 2025. This is an increase in the program of roughly 34% over current funding levels. Under this bill, the total amount available to states in the next fiscal year would be \$5,760,000.

Ride to Whistler Bungee

<https://www.cyclerides.com>

Greetings Riders,

Thanks to all who replied from the newsletter last week. It was nice to have a little bit of a laugh about nothing!

Finally! By the time the newsletter comes out next week, all the election madness, commercials and debate will be over. At least, we all hope so! It has been a long and bitter campaign that has been the root of a great divide in the U.S. for sure. Friends and neighbors have been at odds due to their political persuasions like no other time in history. Hopefully we can all move on after the votes are counted and begin living our lives again without controversy.

As you might know from reading the newsletter over the years, I am a bit of an adrenaline junkie. In some ways, all of us that ride motorcycles have a little bit of that in us. Some more than others. I would say that I am in the more category for sure. Some of my more extreme activities have included Sky Diving, Para sailing, Car Racing on a track and Bungee Jumping a couple of times to name a few. One of the common questions that I get when talking about these extreme activities that I have done, is, what is the most adrenaline packed activity?

For me, without a doubt would be bungee jumping. When you are standing on a bridge 160 feet over a river in the middle of the tall pines with a rubber band attached to your chest, and they open the gate and say step off, it definitely creates that moment of pause to question how much you trust the system. But when you take that step of no return, there has been no bigger adrenaline rush for me. And 3 seconds later, if all worked as planned, and you are rebounding from the last extension of this giant rubber band after a close look at the river, you have the most relief ever. It is probably not for everyone. But if you ever wanted to push yourself and extinguish any fears that you might have, this would probably make most fears look insignificant.

The reason I am bringing this up now is that getting to the site of the Whistler Bungee is also a great ride that you can start planning on for next Spring. We have done this ride a couple of times in this area and it is exceptional. The part I will be describing in this letter is the part from Olympic National Park in Washington, through Vancouver and up to Whistler and beyond. This was from our ride in 2015. I hope this gives you some good ideas for a good ride and a new adventure.

After leaving Olympic National Park we made our way to the ferry location at Port Townsend, WA that takes you to Whidbey Island. The cool thing about the ferries in that part of the country is that they are very motorcycle friendly. In most cases in Washington and Canada they let the motorcycles load first and get off first. Which is a very good thing for us. So when paying your ticket for the ferry, be sure to ask where the motorcycles should line up.

It is a short ride on the ferry from Port Townsend to Whidbey Island which is about 55 miles long from tip to toe and is home Whidbey Island Naval Base. We entered at Fort Casey is about the middle of the Island. We headed North out of there up through Oak Harbor and then across the bridge at Deception Pass to Fidalgo Island and on to I-5. The ride up through Whidbey Island is pretty and can get a little busy with traffic in places. But the area around Deception Pass State Park is beautiful and well worth the ride.

We were then on our way North with destination Whistler, BC. We generally cross into Canada off of Hwy. 543 and take that straight to Hwy. 1. Not nearly as much time crossing the border and much less traffic going North because you don't have to go through Vancouver. Negotiating your way around Vancouver can be a little tricky. The traffic there is horrendous at times. There is only one major highway through there and it is packed a lot of the time, especially if you are going the wrong direction at the wrong time. Do not plan to head Eastbound on Hwy #1 later in the afternoon. There was a 20 mile backup when we were going through there. Going West

wasn't that bad in mid afternoon.

We made it past Vancouver on Hwy. 1 pretty well and then picked up Hwy. 99, also known as the "Sea To Sky Highway". This beautiful road takes you alongside the Howe Sound for 25 miles with scenic ocean vistas, dramatic mountain views and random waterfalls. This 64 miles of road from Horseshoe Bay to Whistler is truly one of the better roads you might ever find. The scenery as you ride through the mountains and the pines as you climb your way up to Whistler at 5000 feet in elevation is memorable to say the least. And remember, do not feed the bears.

But the good news is, there is still another 80 miles of riding that is even better than that from Whistler to Lillooet. I would place this section of road in my top 5 that I have ridden. The road itself is laid out well, with awesome curves and twisties as you criss cross a river while looking at majestic mountain views on your right and your left. Simply a must do if you are in the area. And if you want to turn around and go back to Whistler, it is one of those roads that looks completely different going in the opposite direction. It is like you have never been on it. Put Hwy. 99 from Whistler to Lillooet on your list of roads to ride. It turns out to be one heck of a 160 mile day ride from Whistler. See photo link below for all of the photos.

Whistler itself is a very fun little ski town that is beautifully master planned and has more Summer activities than it does winter. Plenty of lodging, restaurants and things to do. Don't forget, if bungee jumping is your thing, just 10 miles South is Whistler Bungee. Take your leap off of a 160 foot bridge. See my jump. To see the entire story from a couple of weeks ago on our Whistler Bungee experience with photos, Click Here.

Click Here for Photos from Port Townsend, WA to Whistler and Lillooet, BC.
Click Here for Map of Route.

Enjoy your week and Please Ride Safe!
Barry

Norton to back 201 bhp electric racing motorcycle built by university students

<https://blog.bikernet.com>

by <https://www.financialexpress.com>

The acceleration and speed characteristics of the Norton-backed electric motorcycle roughly translate into a combustion-engine equivalent of around 900cc to 1,000cc.

Norton Motorcycle Co Ltd is supporting students at the University of Warwick in building an electric racing motorcycle capable of the TT circuit. The student team which is re-searching the future of electric racing motorcycles is aided by the donation of a sports bike frame by Norton Motorcycles. The unit has been fitted with an electric powertrain, with batteries and control systems designed in-house.

The group of 13 students at WMG, University of Warwick – made up of a cross-functional team from first- to final-year degree students, with the support of some EngD students – are joined by a selection of leading academics, engineers and researchers representing

WMG, at the University.

On-campus research has been reinforced with input, support, mentoring and technical guidance from Norton's own designers and engineers, further to the supply of the frame.

The research team has developed an electric motorcycle powertrain, using a high-performance sports frame as a platform. The motorcycle developed using this frame has been called the Frontier. The electric powertrain designed to work in the Norton frame is rated with a power output of 201 bhp and delivering 400 Nm of torque from a standing start.

The acceleration and speed characteristics of the electric bike in motion roughly translate into a combustion-engine equivalent of around 900cc to 1,000cc.

The electric motor draws power from an immersion-cooled battery pack that has been designed and tested by the students and is the first of its kind for application in an electric motorcycle. The battery with a capacity of 16

kWh is designed to last longer with the application of robust thermal management strategies, while also allowing for larger short-term power peaks required by a racing motorcycle.

The battery can be recharged with the common CHAdeMO connector, facilitating fast charging and allowing for a full charge of the battery in around an hour (up to 80% from empty in just 32 minutes).

Students have been able to craft a functioning electric motorcycle based on the Norton frame in just seven months. The project began in October 2020 with the donation of the frame and associated parts, with students working hard to realise their goal alongside studying for their degrees. The bike has undergone significant testing including much computer-based validation such as CFD of battery cooling, modelling around thermal management, along with physical testing of cells and modules.

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Contact Eric Hampton via email editor@mma-az.org for details