



MMA Legislative Update

By Bobbi Hartmann
MMA of AZ Designated Lobbyist

Following is an update on the two bills we were running this year HB2630 and HB2285.

HB2630: motorcycle safety fund

Sponsor: Reps Bolick, Biasiucci, Blackman, Nutt
The Director of the Department of Transportation is required to deposit \$1 of each motorcycle registration fee collected in the Motorcycle Safety Fund through June 30, 2025. We were extending the Sunset Date from June 30, 2021, for four years.

*** HB2630** - passed the House TRANS committee with 9 Yes, 0 No, and received a 60 Yes, 0 No vote on the House floor. It is currently in the Senate. It passed the Senate TRANS committee with 7 Yes, 1 No and was scheduled to be scheduled for Third Read in the Senate when the legislative session was shut down due to Covid-19.

We heard that the Senate was going back to work on Tuesday

May 26th. I touched base with Senator Fann, the Senate President, to see if they intended to continue with Third Reads. Our bill was on the schedule for Third Read, but she was told by many of her colleagues that they were voting No on any non-Covid related bills. The Senate reconvened and went right to Sine Die. Session officially ended without a final Third Read.

HB2285: motorcycle operation; passing vehicles

*** HB2285** – This bill would have allowed lane filtering in Arizona. It was not heard this year.

I cannot even imagine the toll this Covid-19 has taken on Arizonians. I know it put my world into a tail spin. It was hard to think about so many people having to shut down their lively hoods, causing themselves and so many others to live without immediate income. Arizona was a thriving state, and I have all the confidence in the world, that it will somehow recover from this nightmare.

Be good to others and take care of yourselves as well!



Submitted By Mick Degn

AMSAF Continues to help the Community be safer

It's been a difficult time for everyone with the virus. Individuals and family's out of work, staying at home and in some cases we're seeing some folks in the hospitals. We want to thank all the Essential Workers. Thank you doesn't seem enough for everything they do.

AMSAF has continued to stay

busy. Our Helmet assistance program is growing and we want to thank the dealers that have signed up for this program. Along with the AMSAF Financial Assistance program, these dealers are discounting your helmet by 25% off of MSRP. They want to help save you money and a huge thank you to these dealers.

www.amsaf.org/helmets

The motorcycle training Scholarship program has continued and we're helping to get a number of folks into schools. There are six (6) MSF/MVD Certified schools in Arizona. Check them out on price and location to you. What's the best fit for you? www.amsaf.org/scholarships More scholarships to be available the first Monday of September.

In both cases our goal is to help save the motorcycle community money on a full face or modular helmet and on motorcycle training. We believe in both cases we help promote safety and awareness and help reduce crashes and fatalities.



May was Motorcycle Safety and Awareness Month. Here are just a few things we did for that month and continue to do all year long.

- We will have billboards up that say "Help reduce Distracted Driving"
- Weekly Facebook safety tips
- Press Releases on Motorcycle Safety
- Motorcycle Training Scholarships for the month of May
- Helmet Financial Assistance program to help you get close to 50% off of DOT Full face or Modular Helmet
- Don't forget about our "Share the Road & Riding for the Long Haul "event scheduled for October 17 2020.

We want to thank the individuals who have responded to our surveys and for your separate emails or letters thanking us for what we do. As a nonprofit a thank you is very much appreciated.

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DEADLINE FOR PUBLISHING

All materials for consideration in the next June, 2020. Any materials received after the deadline will be considered for a future issue.

Submit materials to:
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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 McElryea 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
Eagle District Julie Cissne Kimberly Cole Cherie Dubrow Billy “Desperado” Larson George Graham Ray Houston Eufemio Polanco Gene Mummet Earl Rigby Scot Williamson Wesley Strait Michael Vigorito	Phoenix District Mark Be_Iden Mark Borato Tom Buohl Lynna Buohl Russell G. Cheetham Jr. David Deckwa Sr. Marysia Deckwa Lee Erceg* Tom Erhardt Victor Florio Jack “Yukon Jack” Fry Jeff Gordon Tracy Gruber Mary Hart Bobbi Hartmann Barbara Hatley* Roger Hurm Lee Irvine Butch Kirkham Judy Kirkham	Rim Country District Ed “Hollywood” Holyoak Becca Holyoak Ruth Lewis Roger Ogborn Diane Schultz Wayne Slocum Jane Wilcox	Verde Valley District David Browne Ken Cadigan Robert Dixon Rose Dixon Jessica Howell Bob Gates Bill Lyons Jr. Michael Mooney Phil O'Neil Dale Vandermolten	Motorcycle Club Life Members Sober Riders since 08/2003 Limey Riders since 09/2005 VIII's Society since 11/2006
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 Crider 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 motorcyc-
le 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>

AMSAF Continues to help the Community be safer continued

Again our goal is to help save you money and help
you be safer and more aware when riding. Two
take a ways from the surveys:

- We didn't know what we didn't know by
taking the motorcycle training course
- The Scholarship helped me and my family
financially. Without this support, we might not have
been able to take the course.

I also want to thank the Governor's Office of High-
way Safety for their Grants to help us. We couldn't
do what we do without their financial support and
support of our other partners and donors who help
us to make it happen.

Please be safe and stay healthy. We care and are
here to help you.

NCOM NEWSLETTER

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

NCOM CONVENTION IN INDY -- BACK ON TRACK!

The 35th annual NCOM Convention, originally scheduled for Mother's Day weekend at the Marriott Indianapolis East (7202 East 21st Street in Indianapolis), is back on track, despite the COVID-19 pandemic forcing a postponement to October 16-17, 2020.

So, SAVE THE DATE and plan on attending one of the largest and most informative bikers' rights gatherings in the world, expected to draw hundreds of concerned motorcyclists from across America to "Circle City" to address topics of concern to all riders.

Known worldwide for its "Indy 500", it's a little known fact that it was motorcycles that first lapped the Brickyard's banked oval track when it opened in 1909, and it's bikers who are still setting the pace for political activism over a century later.

Some of the motorcyclists' rights movement's finest Freedom Fighters will teach seminars and lead group discussions on legal and legislative issues such as "Protect Your Rights/Probable Cause" and "Vulnerable Road Users Legislation To Protect Our Riders" seminars, 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. Renowned EMT Dick "Slider" Gilmore will present his "Save a Biker's Life" seminar on The Golden Hour, a must-see tutorial.

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.

Claim your spot in the starting lineup and reserve your hotel room now for the special NCOM rate of \$129 per night by calling (317) 352-9775, and we'll meet you in the winners' circle!

'INVEST IN AMERICA' HIGHWAY BILL ADDRESSES MOTORCYCLISTS' CONCERNS
Congress moved to reauthorize the Fixing America's Surface Transportation Act (FAST Act), which expires on September 30, when House Democrats unveiled the INVEST in America Act ("Investing in a New Vision for the Environment and Surface Transportation in America"), H.R. 2; a new 864-page \$494 billion long-term funding plan for the nation's surface transportation infrastructure like highways, vehicle safety and public transit.

Included by unanimous consent during markup of H.R. 2 by the House Transportation and Infrastructure Committee on June 18 are three amendments offered to bolster previous tenets contained in the FAST Act of 2015; A provision to extend the prohibition against using federal funding for motorcycle-only checkpoints would also prohibit using federal funds to profile and stop motorcyclists based on of their mode of transportation or style of dress; An amendment to require the Department of Transportation to consider motorcycles in safety studies on autonomous vehicles and would also include a motorcycle safety group in the DOT working group on autonomous vehicle deployment; An

extension of the Motorcyclist Advisory Council, including a seat on the council for motorcyclists' rights groups and manufacturers.

In addition, as originally introduced, the INVEST in America Act seeks to increase Motorcycle Safety Funds to states by 25%, to \$5.8 million.

YET ANOTHER REASON TO RIDE!

Comments made by President Donald Trump during a recent roundtable meeting at the White House have prompted speculation that Americans might receive a domestic travel credit as part of a second round of stimulus payments.

On May 18, Trump met with restaurant executives to discuss the future of the industry amid the COVID-19 pandemic. During the meeting, Trump suggested a possible credit that could benefit the restaurant and travel industries, two of the hardest-hit by the Coronavirus.

"Create an 'Explore America' tax credit that Americans can use for domestic travel, including visits to restaurants," said President Trump, adding "That's a big deal."

While the President didn't mention any specified amount, U.S. tourism industry lobbyists have been circulating a proposal in Washington that would give people an extra \$4,000 in tax breaks to spend at U.S. theme parks, restaurants, hotels and other travel-related businesses, the Orlando Sentinel reports.

Details of the "Explore America" tax credit are still being finalized, according to the paper, but early drafts propose covering 50% of airfare and other travel costs up to \$4,000 through 2021.

POST-COVID: MOTORCYCLES WILL BE THE LOGICAL CHOICE

If we are to believe the so-called "experts," travelling will never be the same again. Even when the Coronavirus itself is under control, we have to take into account the risk of contamination or a new wave of the pandemic for a long time, if not forever. Already politicians and medical experts speak of a socially-distanced society in which we have to keep away from one another in the public space, including public transport, schools, restaurants, et cetera.

"Assuming that we will be able to travel freely soon, there will probably, at least for a period of time, be limitations to our freedom," states the head of the Federation of European Motorcyclists' Associations (FEMA), "Not in distance or direction, but in the way we travel as a result of the need to keep distance from each other."

FEMA's General Secretary Dolf Willigers concludes that the capacity of public transport, buses, trains, airplanes and the such will be limited, and we will have to switch to more individual ways. At the same time, he notes that city councils allocate more road space to pedestrians and cyclists instead of cars and commercial vehicles. This calls for vehicles that are smaller than cars and trucks, so "for personal transport and partly for goods transport, powered two-wheelers (motorcycles, mopeds, e-bikes, etc.) will be the logical choice."

Road authorities and city councils should keep the use of motorcycles possible and facilitate the use of them by keeping roads open for them, says Willigers in calling for the creation of dedicated parking spaces and safe charging infrastructure for electric powered two-wheelers (PTW). "The use of small individual motorized transport -- as powered two-wheelers are -- allow people to travel into the cities while maintaining the needed social distance and leaving room for pedestrians, cyclists and users of other kinds of micro-mobility."

RIDING WITH A MASK UNDER YOUR HELMET COULD LEAD TO BLACKOUTS

As an ongoing part of the government's guidelines to combat the spread of the Coronavirus, face masks are recommended (and even required in some places) to be worn while out of our homes. However, one motorcycle-riding doctor has spoken out against wearing face masks under full-face and modular motorcycle helmets while riding, cautioning that the material used to filter out particles before they enter the lungs could cause riders to take on too little oxygen and potentially cause them to lose consciousness.

While riding a bike, adrenaline will begin circulating through the rider's body, elevating their heart rate and increasing the amount of oxygen the rider needs to take in. In circumstances such as this, the restrictive nature of a surgical type face mask could prevent the rider from taking on enough oxygen and potentially lead to the rider passing out.

"Surgical masks restrict your breathing," explains Dr. Tommy Lim, a rider and surgeon, warning that this can be fatal at high speeds when your adrenaline kicks in. "Adrenaline will cause your heartbeat to double depending on your speed. This, in effect, will make you breathe faster and these masks will restrict your breathing and give your heart a hard time. Next, your brain will also suffer due to lack of oxygen until you blackout."

HARLEY-DAVIDSON TAKES A STAND AGAINST RACISM

Harley-Davidson Motor Co. has made an unprecedented stand against racism and bigotry in the aftermath of the George Floyd protests, taking to social media to make the statement that racism has no place at the Milwaukee firm and that H-D stands shoulder to shoulder with those people protesting against racism and bigotry in any form.

America's most famous motorcycle maker recently posted on their Instagram page that; "Racism, hate or intolerance have no place at Harley-Davidson. We stand in solidarity with our Black colleagues and riders, as we condemn acts of racism and bigotry of any kind, and move forward together toward and equitable society for all. United we ride."

"BIKER GANGS RIDING TO SEATTLE TO FIGHT ANTIFA"

In mid-June, "news" started circulating on social media platforms that the Hells Angels and Mongols were riding together "on their way" to Seattle, Washington, to scrap with Antifa, or anti-fascists, in the city's Capitol Hill Autonomous Zone (CHAZ), a so-called "cop free" area that was set up by protesters amid widespread rioting against police brutality and racial injustice.

This incendiary hoax was supported by little more than unfounded tweets and unrelated years old YouTube videos, but no evidence was ever provided to support this claim, and Sonny Barger of the Hells Angels has issued a statement refuting these rumors in a Facebook post on June 13, 2020, in which he wrote: "People have asked me about these fake articles involving the Hells Angels and another club going to face antifa. Stop, it's untrue and will never happen."

In light of such fake news abuzz across the Internet, the National Coalition of Motorcyclists (NCOM) would like to invite all concerned motorcyclists to sign up for our free NCOM Biker Newsbytes, a trusted source you can turn to for fact-based reporting and current news items of interest to all riders. Simply send a "subscribe"

MISSOURI HELMET LAW ON VERGE OF REPEAL
Once again, Missouri motorcyclists are hopeful for major changes to the state's mandatory helmet law after legislators recently approved a massive transportation bill that contains a provision that would allow most adults to ride without a helmet, but they must be at least 26 years old and have medical insurance and proof of financial responsibility. The state's Senate and House approved the legislative package; now it's up to the state's governor to give his final stamp of approval.

Representative Jared Taylor (R-Nixa) told Mis-sourinet.com that Governor Mike Parson (R) promised he'd sign the measure that is now sitting on his desk, but Parson's spokeswoman says while he has "indicated he is supportive of this issue, but like always, there will be a thorough bill review to see what else is in the bill."

The new rules also restrict police from pulling over helmetless riders to check f they have the

required health insurance.

The motorcyclists' rights organization "Freedom of the Road Riders of Missouri" (FORR-MO) supports the repeal effort and has lobbied the perennial issue annually at the Capitol for more than 25 years, successfully getting a bill to their governor on multiple occasions since 1999.

At least three Missouri governors, including GOP Governor Parson, have vetoed helmet repeal legislation in the past. Governor Parson vetoed a broad bill in 2019 that included a helmet repeal, though the governor's objections were to a different part of that overall bill.

If Gov. Parson approves the current proposal, H.B. 1963, the changes will take effect August 28, 2020.

AUSTRIAN NOISE BAN WOULD EXCLUDE LEGALLY-SOLD NEW MOTORCYCLES
Officials in Austria have enacted a ban on motorcycles that emit noise above 95dB on a popular scenic tourist route through the mountains of Tyrol, and several top-selling motorcycles will

not be allowed to operate on more than 100 kilometers within the resort area.

The debate over noisy motorcycles has been brewing around the world, but now even bikes that pass strict Euro standards will be barred from the road, including brand new models from Kawasaki, Aprilia, BMW, Ducati and KTM, which all register noise levels just above the limit.

Frustratingly, the ban only covers motorcycles, while noisy cars are not included, but the law will give police the authority to carry out spot checks and hand down 220 euros (\$246 USD) in fines.

QUOTABLE QUOTE: "If you know the enemy and know yourself, you need not fear the result of a hundred battles. If you know yourself but not the enemy, for every victory gained you will also suffer a defeat. If you know neither the enemy nor yourself, you will succumb in every battle."
~ Sun Tzu (544-496 BC), Chinese Military Strategist, authored "The Art of War"

Harley-Davidson's gyroscope patent app would help new riders not drop their bikes

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

The system would fit inside a top case and be easily removable from the motorcycle.

So, the thing is about motorcycles is that even the light ones are real damned heavy and that means that keeping one upright — particularly as a new rider — can not only be tough, it's also intimidating.

Harley-Davidson — makers of definitely-not-lightweight motorcycles — believes that it has a solution to this and it's kind of ingenious. According to Cycle World, Harley filed a patent application for a type of gyroscope that would work

at very low speeds to keep the bike upright and make the bike a little easier to sling up when dropped.

The best part is that this whole gyroscope deal is designed to fit inside Harley's already-existing top case, so you don't need to build it into the motorcycle — something that would drive up cost and complexity — and which also means you can remove it once you feel more comfortable with your motorcycle.

Like all gyroscopes, this one works by using an electric motor to spin a heavy weight around really fast (like between 10,000 and 20,000 rpm), and that motion imparts a stabilizing effect on

the motorcycle at low speeds. The gyro would shut off at speeds over three miles per hour because as you begin moving faster, the motorcycle's wheels start to offer their own gyroscopic stabilizing effect.

Also cool is that this wouldn't necessarily be limited to one bike. As long as you had a power source and a way for the unit to detect vehicle speed, it would work. Now, precisely what something like this would retail for is hard to say, but if it's coming from Harley, we expect that it wouldn't be especially cheap, if it ever comes to market.



Honda hit with cyberattack, US production paused at some plants

<https://blog.bikernet.com>

by Sean Szymkowski from <https://www.cnet.com/>

US plant operations still remain offline in Ohio.

As Honda continues to ramp up production following an extended shut-down to curb the spread of the coronavirus, the Japanese automaker faced a new setback on Monday.

Bloomberg first reported the automaker was the target of a cyberattack of some sort, which led Honda to halt production at various plants around the world. A Honda spokesperson confirmed the cyberattack with Roadshow and said the attack "has affected production operations at some US plants." The spokesperson added, "There is no current evidence of loss of personally identifiable information." Production has restarted at all plants save for its Ohio facilities.

According to the spokesperson, Honda is still working to restart production at its car and engine plants in the state. Honda notably builds the Civic sedan, Accord sedan and CR-V at its Ohio facilities. The Acura NSX is also made in Ohio.

As for what the attack took down, Honda didn't offer detailed information. TechCrunch reported it was a ransomware attack, meaning it would encrypt Honda's data and ask for payment before unencrypting it.

Bloomberg reported the issue affected a car inspection system. The system checks for defects before cars ship out to dealers and the factories weren't able to register vehicle information.

Honda hit by cyber attack, some production disrupted

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

Honda Motor Co suspended some of its auto and motorcycle production globally as the Japanese car giant grappled with a suspected cyber attack, a spokesman said on Tuesday.

TOKYO: Honda Motor Co suspended some of its auto and motorcycle production globally as the Japanese car giant grappled with a suspected cyber attack, a spokesman said on Tuesday.

The suspected attack affected Honda's production globally on Monday, forcing some plants to stop operations as the company needed to ensure that its quality control systems were not compromised.

Honda suspects the ransomware hit the company's internal servers, the spokesman said.

Production resumed at most of the plants by Tuesday, but its main plant in Ohio, as well as those in Turkey, India and Brazil remain suspended as the ransomware disputed the company's production systems, he said.

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/>

SHARE THE ROAD & RIDING FOR THE LONG HAUL Fundraiser

Rustler's Rooste
8383 S. 48th St., Phoenix, Az 85044
Saturday, Oct. 17, 2020
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INDIANAPOLIS

2020 MEETING OF THE MINDS

September 24-27, 2020

INDIANAPOLIS INDIANA
HOSTED BY ABATE OF INDIANA

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September 24-27, 2020
Waterfront Hotel & Conference Center

Waterfront Hotel & Conference Center, 2930 Waterfront Pkwy W Dr, Indianapolis, IN 46214
Call 317-299-8400 for room reservations (mention MRF). Rate: \$84.00 per night. Cut-off date: Sept. 1, 2020
Pre-registration for conference through the MRF, PO Box 250, Highland, IL 62249
Pre-registration (must be received by Sept. 1st): \$145.00 (current member) / \$155.00 (non-member)
Registration rate after Sept. 1st: \$155.00 (current member) / \$165.00 (non-member)
Pre-order your MOTM t-shirt! Short sleeve \$20, long sleeve \$25. Available in Black, Red, and Grey.
Registration includes all meals and breakfast on Sunday morning, workshops, workshop materials, and Saturday banquet. Registration questions call the MRF at 202-546-0983, or email Fred Harrell at fred@mrf.org.

If you're riding now, it's because you're as tired of the lockdown as the rest of the country, and riding is a 70 MPH exercise in "social distancing."

Your rights as motorcyclists' are just as important as your safety. While the world was on lockdown and "recommended social distancing," the MRF never lost focus of the reason the organization exists – protecting the rights of all motorcyclists, even while Congress was closed.

Bikers Inside the Beltway was reluctantly canceled because Congress was closed to the public. With that, the MRF turned our focus to the Meeting of the Minds and protecting our rights beyond the lockdown. With twelve workshops, six major presentations, and a cadre of motorcyclists' rights activists presenting, the 2020 Meeting of the Minds Conference is destined to be one of the most dynamic in recent memory. And it doesn't stop there...

For the first time ever, event registration includes eight full meals -- not box lunches, eight full meals! The Waterfront Hotel is a class act and, for the past several years, has hosted ABATE of Indiana events. You're going to get more than your money's worth on the 36th Annual Meeting of the Minds!

The lockdown is lifted, and we're moving beyond it. As you've seen or experienced, individual rights beyond the ones the MRF diligently fights for, have been under siege since March. With that, the MRF is expecting a record number of attendees at this year's Meeting of the Minds, September 24-27. Get beyond the lockdown; make your reservations now!

Now's the time to use this link and register for Meeting of the Minds 2020. The hotel information is on the same page.

We will endure beyond the lockdown. However, without exaggeration, your rights, your motorcycle, and your lifestyle are under siege. The 2020 Meeting of the Minds provides you with the tools to get beyond the lockdown; see you in Indianapolis!!!





Chairman's Report

So as we all know not much going on in the biker world lately. We had our pandemic and then the riots. No bike week in Arizona this year no rides to events.

I hope some of you were like me and got on the bike and rode anyway. For me living in Casa Grande I love riding the back roads and of course no one was on them got to get that wind therapy someway.

So now that we can now socialize again and start going to event let's go and support our biker community. For the MMA and all the other MRO's in our state that money goes to help our lobbyist at the capital so we can get certain bills passed. We also use those funds for the street signs you see up around the state which is close to my heart since My Joe started that. Every time I see one, I smile.

So if you need some help getting one in your

Honda hit with cyberattack, US production paused at some plants

by Sean Szymkowski from <https://www.cnet.com/>


US plant operations still remain offline in Ohio.

As Honda continues to ramp up production following an extended shutdown to curb the spread of the coronavirus, the Japanese automaker faced a new setback on Monday.

Bloomberg first reported the automaker was the target of a cyberattack of some sort, which led Honda to halt production at various plants around the world. A Honda spokesperson confirmed the cyberattack with Roadshow and said the attack "has affected production operations at some US plants." The spokesperson added, "There is no current evidence of loss of personally identifiable information." Production has restarted at all plants save for its Ohio facilities.

According to the spokesperson, Honda is still

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!



area please reach out to us. We would love to get more signs up.

I really do not have much to write about for this issue. I would just like to say I hope every one is safe and healthy.

Cindy Gates
Chairman MMA of AZ

working to restart production at its car and engine plants in the state. Honda notably builds the Civic sedan, Accord sedan and CR-V at its Ohio facilities. The Acura NSX is also made in Ohio.

As for what the attack took down, Honda didn't offer detailed information.

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

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



Honda hit with cyberattack continued

TechCrunch reported it was a ransomware attack, meaning it would encrypt Honda’s data and ask for payment before unencrypting it. Bloomberg reported the issue affected a car inspection system. The system checks for defects before cars ship out to dealers and the factories weren’t able to register vehicle information.

Honda hit by cyber attack, some production disrupted

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

Honda Motor Co suspended some of its auto and motorcycle production globally as the Japanese car giant grappled with a suspected cyber attack, a spokesman said on Tuesday.

TOKYO: Honda Motor Co suspended some of its auto and motorcycle production globally as the Japanese car giant grappled with a suspected cyber attack, a spokesman said on Tuesday.

The suspected attack affected Honda’s production globally on Monday, forcing some plants to

stop operations as the company needed to ensure that its quality control systems were not compromised.

Honda suspects the ransomware hit the company’s internal servers, the spokesman said.

Production resumed at most of the plants by Tuesday, but its main plant in Ohio, as well as those in Turkey, India and Brazil remain suspended as the ransomware disputed the company’s production systems, he said.

Mechanics with good eyesight bring motorcycles for me to fix – Abugu, blind mechanic

<https://blog.bikernet.com>

from <https://thecitizenng.com/>

Mr Emeka Abugu is a blind mechanic who specialises in fixing motorcycles and generators.

He discloses in his workshop in Aji, Umu-Ida in the Igbo-Eze North Local Government Area of Enugu State, how he lost his sight and learnt to fix motorcycles and other things.

Excerpts:

How did you become visually impaired?

I was not born blind; it was when I was five years old that I had measles. And because of that, I could not go to primary school.

Is your visual impairment partial?

No, I don’t see anything. I am completely blind. At some point, it was partial and like I told you, I wasn’t born blind. It started getting worse gradually and it was around 1992 that I went completely blind.

You repair motorcycles, generators and bicycles, how did you learn to do that?

I didn’t learn it; I started by repairing bicycles in 1993. Three years after, I started repairing motorcycles. I started by fixing tyres and gradually, I started repairing engines and doing wheel balancing. I also work on electrical parts. My father bought the tools I use for me.

It is difficult to believe you didn’t learn how to fix motorcycles and bicycles...

I cannot explain it because nobody taught me. My father had a similar gift; he repaired his bicycle. He would go to market, buy the needed spare parts and fix his bicycle. But he never repaired for any other person. He had tools that he used and sometimes, I used the tools to fix his bicycle when I was a kid. I used to also make a kind of local basket popularly called ‘Abor’ or ‘Nkata’. Apart from motorcycles and bicycles, I also fix generators.

Could you identify the kinds of motorcycles you can fix?

I repair different kinds of motorcycles like CI-80, CG, V-10, RX, C-75, CY-10 and the one called ‘Ladies’ motorcycle’ (scooters). I service them as well. I also repair or service small generators and other similar ones. Any generator or motorcycle engine that has difficulty working, I service it. I also replace parts that are not good or useful to get the engines to work.

How were you able to fix your father’s bicycle

despite your visual impairment?

I just kept trying till I knew how to do it. I think God made me understand it. I had to help him because I wouldn’t have rest of mind if I did not help him. Once he knew I could fix it better than he could, anytime his bicycle developed a fault, he would ask me to fix it. It is God’s gift.

Since you started repairing motorcycles and others, was there any time you had difficulty on the job because of your visual impairment?

Yes, when I started, I found certain things difficult to fix. But on such occasions, I would become very restless. At times while sleeping, God would show me how to fix it and when I woke up, I would go back to it and do it. From there, I became good at it. I could dismantle the engine of a motorcycle and reassemble them.

How are you able to identify the different parts of the engines you work on?

I’m able to identify the parts by touching them. Once I touch any part that is worn out, I know.

How do you buy spare parts and replace bad ones if you can’t see what you are buying and replacing?

I always take a motorcyclist along to the market when I need to buy spare parts. I buy the things I need; he brings me back to my workshop and I pay him.

What if the trader sells a bad spare part to you?

I will find out because I started doing this work a long time ago. I touch and feel the spare parts before taking them away. And if it is sealed, I always tell the trader that if there is any defect, I will bring it back.

Does the motorcyclist who takes you there assist you in buying the spare parts that are genuine?

No, he doesn’t know genuine ones. He only takes me to where those parts are sold and he waits for me. Once I finish my transactions, he brings me back to my workshop.

In what ways have people tried to cheat you because of your visual impairment?

Some people will give me N100 and say it is N200 or N500 or N1,000. That is how people try to cheat me.

Many people complain that there is no job out there for them, what message do you have for them?

I will advise them to humble themselves, learn a

skill and be productive. That way, they can become engaged and fulfil God’s plan for their lives. With the situation of things in Nigeria, one needs to have one skill or the other.

Since you didn’t go to school, how did you learn to speak English?

I learnt from the people around and in church. When people speak English, I listen and try to remember the words later. And if there is any word I don’t understand, I ask educated people around me to tell what it means and how to use it. Then, I start speaking it. In church, they speak English and translate into Igbo; I also learn that way.

Will you be able to teach an apprentice to do the job?

If anybody comes, I will teach them. However, no one has come to learn. Many mechanics around here bring motorcycles they are unable to fix to me. It is either I tell them how to repair it or I fix it for them. Then they pay me and take it back to the owner.

Where do you see yourself in the future?

With God’s continued support, I hope to become famous. I also want to make money to give all my children good education and build a house of my own. Although I have started building a house, I have not been able to complete it. This is also because of family problems. I have roofed the house but it hasn’t been plastered.

Are your parents still alive?

No, both of them are dead. In fact, all my siblings from the same mother are dead. I am the only surviving child of my late mother. We were three but two have died. My mother was ill before she died. My father fell from a palm tree and died. My father was a palm wine tapper. My mother died in 2019 and my father died in 2013.

Are you married?

Yes. I’m married with seven children – three boys and four girls. I didn’t want to have up to seven children but God in his wisdom gave us a set of twins twice. I give God all the glory. I got married in 2000. I am 44 years old now. So, I was about 24 years old when I married.

How did you find your wife?

My mother helped to get a wife.

continued page 9

Mechanics with good eyesight continued

Where are your children?	Were you able to play with your peers as kids?	felt I was ready to marry his daughter. When I saw him, I told him I was only there to know their house. Then a date was fixed for me to commence the rites required for marriage there but unfortunately, I didn't show up that day.
Some of them live with me while the older ones live with other people so they can go to school. It is not that if all of them are with me, they cannot go to school but my job is all I have and it does not pay well enough. However, I thank God.	I participated in some games like the one where everyone involved would be required to close their eyes except for one person who would run around them.	Why?
Is any of your children visual impaired?	What kind of discrimination do you face now?	I didn't go because I felt insulted during my visit to their house. I didn't like the way I was addressed during my first visit.
No, none of them has visual impairment.	Now, I cannot join my peers to do anything.	What kind of reception did you get from the second family from which you found your wife?
What does your wife do?	Did you have any challenge with having relationships with people of the opposite sex?	God followed me to the second family. That was where my mother married from because my mother at some point divorced my father and married another man. So, that was where she found the woman I married.
My wife is not working. I am making arrangement for her to start trading but I don't have the money required for that yet.	I didn't have friendship with someone of the opposite sex while growing up. I promised God that I would not have sex or have carnal knowledge of a woman until I got married and that was what I did. So I didn't have any girlfriend while I was growing up.	What kind of assistance do you want from the government and society?
What kind of discrimination did you face as a child?	Did you have any challenge getting a wife?	I want help; I am getting old and don't have the kind of energy I used to have when I was young. The Federal Government should extend the Conditional Cash Transfer to people like me and others suffering from deprivation. Are we not citizens of this country? The state government should also help us. – Punch.
When I was young, other children tried to tell me that I could not do anything. Sometimes they would hit me because they knew I could not chase them. Even my peers insulted me; some flogged me because they knew I could not fight them. They would snatch things from me and run away. And I would not know the person except they spoke and I heard their voice. But if they didn't talk, I would not know who it was. But I thank God nobody does such things to me now.	It is not every girl or woman you propose to that will accept your proposal of marriage and it wasn't different during my time. However, I didn't approach many women for marriage. I tried only two women; for the first person, her family initially rejected me though the girl accepted me. Her family later accepted me. When I wanted to know her house, her father asked me to see him and to come with drinks and other things if I	

Royal Enfield launches their first two-level movable dealership

<https://blog.bikernet.com>

by Pearl Daniels from <https://www.rushlane.com>

This two level movable dealership has the complete range of Royal Enfield motorcycles on display

Royal Enfield has introduced a novel way to display and sell its range of bikes in Thailand. A movable dealership has been set up at the Chiang Rai, Thailand region which is constructed out of shipping containers so as to allow it to be completely dismantled and moved to a different location.

This is a two level showroom that boasts of a novel layout with the display area that showcased the entire range of Royal Enfield motorcycles while RE branded riding gear is also showcased on another level. The new store is a part of the Golden Triangle region bordering Laos, Myanmar and Thailand. It is currently open to customers in the Chiang Rai area.

Royal Enfield commenced sale of motorcycles in Thailand four years ago. It offers its complete range of motorcycles and currently has 9 showrooms and 6 service centers in the country. There is also an assembly plant in Thailand

which commenced operations in June 2019. It may be recalled that the Royal Enfield 650 twins were initially launched in this South East Asian market.

Though this is a movable showroom, it is very much like any other RE showroom around the globe. The exteriors as well as interiors are decorated in the same global theme of Royal Enfield. Exteriors are finished in the same colours, while on the inside you will find motorcycle display area, accessories, etc.

The idea behind such an initiative is to keep the costs low and have the freedom to set up your showroom in different areas – depending on business / time of the year. These new showrooms are easy to setup, and dismantle – in short period of time. They can also be transported to a new location, using trailers.

Royal Enfield portfolio currently comprises of the Bullet, Classic, Thunderbird, Himalayan, Interceptor 650 and Continental GT 650. Earlier this month in India, the company has revised prices of the Himalayan, Bullet and Classic range in India with new priced higher by around Rs.2,755. This is the first time that the three models have received a price hike since being updated to comply with BS6 norms.

The Bullet 350 BS6, launched in March 2020 is now priced from Rs.1.24 lakhs for the Bullet X 350 EFI while the Bullet 350 EFI carries a price tag of Rs.1.30 lakhs. Bullet X 350 electric start is priced at Rs.1.40 lakhs. With the price upgrade, RE Classic 350 single channel ABS is priced at Rs.1.60 lakhs while its dual channel counterpart is priced from Rs.1.68-1.84 lakhs depending on colour scheme. BS6 Himalayan prices range between Rs.1.90-1.94 lakhs depending on variant. This price hike is despite none of these three models receiving any mechanical or feature upgrades.

Recently, Royal Enfield also announced a recall wherein 15,200 motorcycles were recalled due to constraints in the braking system. These included models such as the Interceptor 650, Continental GT 650 and the Himalayan. Corrosion of the brake caliper was noted in some of the bikes in specific countries across UK, Europe and Korea, which could be due to riding on roads which were treated with salts to prevent ice formation during the winter months. No such recall has been announced in India, despite a few owners pointing out a similar issue with their 650 Twins here.

New Mexico: Motorist Sues After Police Conduct Prostate Exam For Failure To Signal

https://www.thenewspaper.com	who, at the direction of police, conducted a "digital rectal examination" after he was pulled over for allegedly failing to signal a turn. The New Mexico Court of Appeals last week gave a partial green light to Timothy Young to go after the Gila Regional Medical Center (GRMC) doctor who conducted an invasive bodily search on behalf of the Hidalgo County Sheriff's Department.
New Mexico Court of Appeals reinstates lawsuit against doctor who followed police orders to invasively search innocent motorist over turn signal.	
Timothy Young	
An innocent motorist may pursue his lawsuit against hospital personnel	continued page 10

New Mexico: Motorist Sues continued

Deputy Javier Peru stopped Young in Lordsburg on October 13, 2012, claiming the man's blue Dodge pickup truck failed to signal a turn. During the stop, the deputy asked for consent to search the truck. Young agreed, as he had nothing to hide. After a team of deputies searched for two-and-a-half hours, they came up empty.

"This is the part that, I'm like, ahh, I feel there's something in here -- but where?" Deputy Peru said, as recorded on his body camera.

The officers decided to bring in a drug dog to sniff the truck. Deputy David Arredondo asked Young whether the dog would alert on his truck.

"I don't know what the dog is going to do," Young replied. "If you want it to I guess it could."

The dog did alert, so the officers strip searched Young, and again came up empty. So the officers obtained a warrant to search the truck, though they incorrectly claimed the warrant also authorized a body cavity search. They went to the hospital and told the on-duty emergency physician, Doctor Bryant Beesley, that they believed Young had swallowed drugs and they had a warrant to conduct an invasive exam to find them.

Beesley "skimmed through" the warrant and did not check the details, believing the officers were telling the truth. Young pleaded with the doctor, saying he was not carrying any drugs, but the doctor proceeded. The

search found nothing, and a subsequent x-ray also found nothing. After seven hours, Young was released and later the hospital billed him \$814 for the exam.

Young has already received \$925,000 in compensation from Hidalgo County, but he wants \$707,000 from the doctor, who had been shielded from the lawsuit by a lower court judge.

Young's lawyer pointed out the doctor cannot claim immunity for his conduct on behalf of law enforcement because there was no warrant for the invasive bodily search he conducted. The three-judge appellate panel agreed.

"An attending physician is required to learn the constitutional requirements of invasive body searches," Judge Briana H. Zamora wrote for the appellate court. "For this reason, a reasonable physician should have known that a manual rectal cavity search and abdominal x-ray were unconstitutional unless authorized by a valid, particularized warrant."

The appellate judges concluded that the case should be sent back to trial to sort through the conflicting testimony about what the officers told the doctor about the warrant. If it can be shown that the officers directly and specifically told him the invasive exam was authorized, then Beesley could escape liability under the ruling.

Kings Day Toy Run 2020

<https://quickthrottle.com>

By Perry and Traci Nelson

Looking for a charity to help children who have next to nothing? Here is your chance. A coloring book, a set of jacks, a doll, or even an old bike you rarely use is gold to these kids. Word got out this year in this low income section of Puerto Penasco that the Three Kings were stopping by a local church. Presents for every child, young or old. The Three Kings this year were in the form of local motorcycle clubs, local businesses and Rally-goers from the 2019 Rocky Point Rally. Toys stored away, and brought by the day of, for the 2020 Kings Day Rally.

It is always an emotional day for everyone seeing the expressions on the children's faces when they are receiving a toy, any toy; it seems it really doesn't matter what kind of toy they get as long as they got one. Instantly most kids started playing with their gifts from the Three Kings. The motorcycle community did not let one kid down this 12th day of January, 2020.

This year was extra special because we had four bicycles and some more expensive gifts like remote control toy Jeeps and quads. The organizers auctioned these off after the line of close to 1,000 kids all got their smaller gifts... That's right; about 1,000 of some of the sweet-

est, most well behaved, and grateful kids you could imagine.

We met a four-year-old deaf girl; she was playing with some oversized jacks, spinning them like tops. This little girl was having the time of her four-year-old life; such an exciting event for her. She flashed us an "I Love You" in sign language that could break an old biker's heart. I know this because, feeling the struggles she must be going through, she broke mine.

Being a part of this event was a truly heartfelt experience from beginning to end. Traci and I will be here next year without a doubt.

Blue Collar Build Off

<https://quickthrottle.com>

By Rob Borden

Perhaps no one has enjoyed their quarantine more than the handful of teams that were selected to participate in this year's Blue Collar Build Off... Now in its fourth year, this low-budget bike building competition brings in teams from all over the country, and it just keeps getting bigger and better every year. The founder of this competition, Rob Borden, openly admits that this year was by far, his favorite one yet.

"Due to the health concerns of Covid-19, we had to scale the event way back. Normally, the BCBO is held in conjunction with our "West Coast Rendezvous" event, which is open to the public and this year was scheduled to go on during the same dates as the Laughlin River Run. We were expecting great masses."

"Obviously the River Run got cancelled, and we held on to hope as long as we could, but in the end, the health concerns did not lighten, as we

hoped they would, so we had to postpone the WCR also. Now, we were faced with the BCBO build teams that had spent the last thirty days busting their asses, building their bikes, and they wanted to show them. They didn't even care if we had toilet paper or not." Rob said, "How do you tell these teams to stay home, and forget about it for this year?" So, he told the builders, "There is no event, but if you guys still wanna come, the gates will be open for you. Just spread out your campsites at least 30 feet apart, and practice safe social distancing [legal disclaimer, LOL]."

The outcome was amazing... Wasn't a huge crowd... No band, no vendors, no big anything, really. Just a handful of like minded, old school bikers having an old school biker time reminiscent of something in the 60's or 70's.

So, why was it Rob's favorite, so far? "I didn't have to run around the ranch all day everyday. I didn't have to be the party host... I was just another party goer. I got to hang out with everyone. Sit around the campfire, get to know

everyone and immerse myself into the party. I loved it."

riday morning was dedicated to the Builders' Ride. We rode from the Saddle Sore Ranch [Golden Valley, AZ], up Route 66 eastbound to Hackberry, where we stopped for photos and a break. On the way to Hackberry, we stopped at a railroad tunnel that held a special significance to me, and all of the teams left their mark there as well.

Saturday morning, we rode from the ranch, out to Cool Springs and then down the ten-mile stretch of Route 66 known by bikers worldwide as the "Mohave Rattlesnake".222 curves in just ten miles. This brought us to the old mining town of Oatman, AZ. Only a handful of people were there. The only thing open was the General Store. We hung out there for a little bit, then turned around and did the Mohave Rattlesnake in the opposite direction, as we made our way back to the Saddle Sore Ranch.

continued page 11

Blue Collar Build Off continued

Friday night at the ranch meant another unforgettable campfire party... We talked about each team's journey to the ranch, the rides, and the build off. What the build off meant to each team, what their biggest challenge was, and what they learned this year, that will help them for BCBO 2021.

Saturday night's campfire party ended up having live banjo music, beer pong, an adult version of a huge Jenga game, and racing some laps. Although plagued with generator issues Saturday night, it was just proof that we didn't need any sort of big production. Everyone there was perfectly content to just be there. From wherever they came... And that there was no place they would rather be than at the Saddle Sore Ranch.

Barrie, our big, fluffy, adorable, shit-kickin' security guy/party host whipped up a big cast iron pot of chili, and it was damn delicious. He was later seen dancing by the fire, wearing a cowboy hat and a smile. However, he probably doesn't remember that. LOL.

Artist and model, Chey Alexandria was onsite, and took the opportunity to paint one of our VW buses all up in true hippie fashion. She did a fantastic job, and is currently working on the second one. Peace, love, flowers, dancing bears, and more.... We love them. She later posed on some of the bikes, at the builder's requests too.

Troy Bensinger, travelling moto journalist and photographer for several publications was also onsite. Look for great things to come from him.

Any form of a "schedule" was thrown out the window when the big event was postponed, so we just kind of rolled with it. And it could not have turned out any better. Judging was done, and Ace Cycle, from Reno, NV took home the Cleetus award; Falling Rocks, from Minnesota, took home SSR Favorite; Scodes MC, from So Cal, took home 2nd Place Metric; Hack Motorworks, from Lake Havasu City, took home 1st Place Metric; Illinois Tall Boys, from Illinois, took home 3rd Place Harley; Boogaloo Crew, from Oregon, took home 2nd Place Harley; and Dysfunctional Veterans, from Missouri, took home

Builder's Choice, 1st Place Harley and Best Of Show.

This year's Blue Collar Build Off was sponsored by Quick Throttle Magazine, Samson Exhaust, Red Rock Harley-Davidson, Legal Ride, Motorcycle Tire Center, Hogs & Heifers Saloon, Biker Atlas, Midnight Oil Fabrications, and the Saddle Sore Ranch.

This year's LOST & FOUND: 2 sets of keys, one cell phone, 3 blow up dolls found in compromising positions, a tie dyed pipe, pocket knife, a cantelope wearing lipstick, and a photo of some people doing some things, in some positions that will confuse me for the rest of my life. Thank you all for the great times. Hope to see you again at the West Coast Rendezvous which has been postponed until October 16-18. More info at www.WestCoastRendezvous.com

For more information on the build off, or to sign up your team for next year, visit www.BlueCollarBuildOff.com

Mad Hatter Performance: The Baddest Shop You've Never Heard Of

<https://quickthrottle.com>

By Justin James

With the current state of the world, it was hard to envision how the 2020 Blue Collar Build Off would turn out. It is difficult enough to build a bike in only thirty days under a budget constraint of only \$1,500 without the world being shut down. Despite the added challenges brought on by Covid-19 this year, the build teams all somehow managed to kick it up a notch and produce the best work this competition has seen in the four years it has been going. At final judging, the team that made the biggest statement was the Dysfunctional Veterans/Mad Hatter Performance Crew, last year's defending champions. I was able to lock down Geoffrey Morgan, owner of Mad Hatter Performance for a few questions about his little shop that has been dominating the Blue Collar Build Off.

JJ: Describe Mad Hatter Performance and the type of craziness that rolls out of the shop.

MHP: MHP is a full-service fabrication shop in Saint Robert, Missouri. We do metal artwork, customs cars, bikes, trucks, race cars, tractors, trikes and anything else that needs taken from sucky stock to crazy and wild.

JJ: Coming off back-to-back BCBO championships, it is safe to say the Dysfunctional Veterans team knows the ropes of the competition. What would you say is the most challenging part of building a bike on a \$1,500 budget in only thirty days?

MHP: We know how to win. We live the KISS theory and we know that time management is the hardest part of the build-off. You need to have the right team members. They need to know their roles and they need to be able to handle issues quickly and proficiently. Most importantly, they need to know the vision and desired outcome of the build. We have that in our team and that is why we have come out on top two years in a row.

JJ: Many builders out there tend to stay within

a certain style or build around the same platform over and over. That is not the case with Mad Hatter now, is it? Word has it you may have an upcoming build based off a Kawasaki Ninja powertrain. I have also heard you will be coming back to the BCBO next year to try and three-peat your championship. Can you give us a little teaser on that?

MHP: We have our own style. We will take things we like from different styles or blend styles and incorporate it into our bikes. We are capable of building anything and we never do the same bike twice. A teaser... BCBO 2021 will see the Dysfunctional Veterans/Mad Hatter Performance team again. We are going for a three-peat and our fourth time being on the podium. 2018 was 2nd in H-D, 2019 was 1st in H-D, Best of Show, 2020 was 1st in H-D, Best of Show and Builders' Choice. We are tossing around a Kawasaki-based build that is nothing at all like what you have seen us build before. Our team has owned the Harley class, winning everything there is to win, and have nothing left to prove. Time to turn the page and dominate the non-Harley class as well.

JJ: Are there any upcoming shows, rallies, or events where MHP's work can be viewed?

MHP: MHP bikes will be at rallies in MO and in surrounding states. This Covid-19 mess has a bunch of events canceled and/or rescheduled. We do know we will be at Summerfest in Rolla, MO in June, and Street Vibrations in Reno, NV in September. We don't just build polished bikes that get pushed around for shows. You will most likely see our bikes riding in poker runs, charity runs and at rallies, being ridden and enjoyed.

JJ: Aside from Justin James (haha), who is your favorite person in the custom bike game, past and present?

MHP: Indian Larry is a builder I looked up to. I like his demeanor and his outlook on life. Live, take risks and enjoy it. Closely following him is Billy Lane. I feel Billy is humble and down to earth. He has a keen eye for choppers and things that are different.

JJ: You know I like to cause a little ruckus, so let me ask a question aimed at doing just that. If you could challenge any of the big-name builders to a build off, BCBO or wide-open showdown, who would they be?

MHP: Who would I call out and for what? My pocketbook says stay away from an open build, but I feel my team and our bikes would stand toe to toe with anyone's builds and beat some. I would call out Billy Lane for a BCBO. I feel he is probably the only well-known builder who could complete a build like this within budget and really understand the mission. I do not think any of the others could even fathom a budget build like this or complete it. It is harder than you think... oh wait, you have found that out two years in a row, Ha!!! MHP is a one-man show until build-off time when my team is here. I do not have the corporate sponsors, a huge shop or deep pockets but, I feel my bikes are as good if not better than many I have seen from the "famous" guys. I am not knocking them, but my bikes are meant to ride and draw attention. They are not meant to be placed in a showroom, ride in trailers or take three hours to get ready for a ride. MHP bikes are built to hop on, ride and be enjoyed.

As you can see, the Mad Hatter Performance crew can knock out an impressive bike for \$1,500 in thirty days. What is even more impressive is the fact that Geoffrey also had his hand in this year's 3rd place bike. Geoffrey invited Brian Patrick of the Illinois Tall Boys team to come down to his shop so Brian would have some help and be able to compete this year. The photos do not do either of these bikes justice. I hope you all get the chance to see them in person. If you come across Mad Hatter Performance at a show or rally walk up and say Hi. Geoffrey would be more than happy to let you check out his bikes, take pictures or even sit on them.

Tinker, Shred, Destroy, Repeat
-Justin James (follow more of my Tinker shenanigans on Instagram @justinjamesmoto)

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Springerville, AZ 85938
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Springerville, AZ 85938
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Star Valley, AZ 85541
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Tempe, AZ 85281
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Youngtown, AZ 85363
623-977-0339, 623-764-6562
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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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Grand Canyon North Rim

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

Well, another 4th of July has now come and gone. As well as celebrating the birth of our nation, it also usually creates a good opportunity for an extended ride. Since my birthday was July 6th, Mrs. C. called this my birthday weekend and said we could do what ever I wanted to do. So while that is a wide open offer, I opted to use the long weekend for an extended ride. Imagine that.

Even though I had the opportunity to go anywhere I wanted, there was one place that we had visited briefly before that had been calling me back. A couple of years ago we had ridden up to the North Rim of the Grand Canyon, but it was just kind of an in, and right back out type of visit. We really didn't get to explore any of the other roads in the area or see too much at that time, so my brief encounter with the North Rim had left me wanting more and this would be a good weekend to get reacquainted this geological marvel.

Whenever anyone mentions the Grand Canyon, the South Rim is usually what they are referring to. It is the closest to the Phoenix area, the easiest to get to and the most often visited by far. In fact, of the 5 million visitors to the Grand Canyon every year, only about 10% make it to the North Rim. But as far as I'm concerned, those 90% are missing the real beauty of the Grand Canyon. The North Rim is much more beautiful in my opinion. It seems to be enhanced by more erosion which creates more of a 3D look to the canyon versus the "big ditch" look of the South Rim. The views of the sub-canyons seem to be more inviting, affording much more for the eye to see and the mind to process.

The view point at Point Imperial, on the North Rim, is the highest overlook on either rim at 8,803 ft. making it a much cooler place to visit especially during the summer months. Another aspect that makes the North Rim visit more appealing to me is that there is much more vegetation than the South Rim due to the increased rain in the area. And best of all, you can enjoy the North Rim without the traffic jams and elbow to elbow congestion at the viewpoints. You can freely walk the area and feel like you are truly away from it all.

And now for some water cooler trivia. Did you know that it is only 12 miles from the South Rim to the North Rim as the crow flies? But it is 215 miles to get there by paved roads? Or you can take the 21 mile hike through the canyon.

Our trip started on Thursday, July 1st. Mrs. C. had a meeting in Flagstaff early Friday morning, so we decided to ride up on Thursday evening, spend the night, do the meeting and hit the road from there to the North Rim. Good plan on paper, but what we didn't factor in was the 116 degree temps that we would be riding out of town in. Yes, it was extremely hot, but by the time we had gone about 40 miles to Sunset point, it was all the way down to 105 which seemed like a real cooling trend. Of course we had plenty of water with us, and made a couple of stops along the way to drink water and stay hydrated. All in all, it wasn't as bad as you might imagine. We knew it would be getting cooler each mile that we traveled. When we reached Flagstaff it was 80 degrees, making it a 36 degree drop in just 2.5 hours.

The next morning we headed Northbound on Hwy. 89 for 110 miles to the junction of 89A. This is a pretty much straight stretch of 2 lane that will take you through Cameron and the Indian Reservation to just about 20 South of Page where you will head West past the Vermillion Cliffs on your way to Jacobs Lake for the turnoff to the North Rim. Some points of interest along the 89A would be to stop at the Steel Arched Navajo Bridges that cross the Colorado River. Apart from the Glen Canyon Bridge a few miles upstream at Page, this is the only roadway crossing of the river and the Grand Canyon for nearly 600 miles. There is the new bridge that you ride over and the old bridge built in 1929 that you can walk across and get a great view of the Colorado River 470 feet below. Just 1/2 mile past the bridges there is a turnoff to Lee's Ferry Rd. that will take you about 6 miles to the shore of the Colorado River and Marble Canyon. It is a very pretty ride and well worth the short time that it takes to do it.

From the Navajo Bridges you continue your ride 40 miles West that will take you from an elevation of 3200 feet past the Vermillion Cliffs and then through the pines up to 7900 feet at Jacob Lake which is located at the intersection of 89A and Hwy. 67. At Jacob Lake you can get some gas for the ride to the North Rim, have lunch in the restaurant or grab a snack from their fresh baked cookies, muffins or fudge. This is a very good place to eat.

From here you take Hwy. 67, a Ponderosa pine, fir and aspen lined byway, known as the Kaibab Plateau-North Rim Parkway, which takes you 45 miles from the junction at Jacob Lake to the North Rim of the Grand Canyon. The scenic byway is a one-way road, ending in a dead-end at the rim of the Grand Canyon. This is a very nice road that will feature some sweeping

curves and rolling hills as you make your way to the Lodge at around 8300 feet elevation. Once you reach the Park gates, there is a \$12 cost per bike or \$25 per car. If you do a lot of riding, it is best to get a National Parks annual pass that costs \$80 for the year. This will get 2 bikes in for free at any park throughout the year. But you both have to sign the card and they will check ID. This saved us \$50 just on this trip alone and we have used it many times before.

About 3 miles before you reach the Lodge, there will be a road that will take you to Point Imperial and Cape Royal Points. It is a 20 mile ride to Cape Royal and an 8 mile ride to Pt. Imperial. from Hwy. 67. I would highly recommend doing these rides. You get some more gorgeous views of the canyon and it is a fun ride. Just beware of the tar snakes on the roads in the park. They are fresh and slippery at times.

Lodging is minimal at the North Rim. There are mostly cabins and a few traditional motel rooms. We stayed in one of the Western cabins that was excellent. It has 2 queen beds, fireplace and dressing area with 2 pine rocking chairs on the front porch. Really nice accommodations. Lodging here ranges from \$113 to \$182 per night. You could stay at a cabin in Jacob Lake for as low as \$86.

Things to do once you get there are to walk some of the trails and viewpoints around the Lodge for incredible views of the North Rim. The only eating accommodations are the main dining room or a deli. There is also a Saloon that stays open till 10:30pm. Besides that, don't expect to be entertained much beyond the riding, the beautiful sunset and the bright stars at the canyon. But that is more than enough.

I would HIGHLY recommend planning a ride to the North Rim. You will not be disappointed. It will get you out of the heat of the valley and have you riding mostly in the 80's with some in the upper 90's near Lee's Ferry and always over 3500 feet in elevation. Lots of different terrain changes to keep in interesting and the payoff at the North Rim is worth the ride. From I-17 and the Loop 101, it is 335 miles one way to the Lodge. Add in the 2 points and you will be at about 380 miles for the day. But it goes much faster that you think because a lot of the ride will be at speeds of at least 65-70 mph. So it is an easy day ride for sure. There is gas at Lee's Ferry, Jacob Lake and Just outside the park. North Rim Park is open Mid-May through Mid-October depending on snowfall. Check with park for specific closure dates.

Ohio Appeals Court Upholds Photo Ticket For Violating Implicit Speed Limit

<https://www.thenewspaper>

Appellate court rules that Toledo, Ohio speed cameras can issue tickets for violation of implicit speed limits.

Judge Mary Eileen Kilbane

Toledo's speed camera ordinance does not have to spell out the speed limits on the roads where automated ticketing is used, the Ohio Court of Appeals ruled last week. A three-judge panel took up the issue after motorist Jeffrey D. Reusch had his 2017 Honda SUV photographed on Interstate 75 on October 14, 2018. On that day, Toledo police Officer Scott Swartz set up an automated laser speed cam-

era trap that accused Reusch of traveling 62 MPH in a spot where the usual 60 MPH speed limit had been lowered to 50 MPH.

Reusch, an attorney, decided to challenge the ticket on the grounds that Toledo's own city code does not allow photo enforcement of a lowered interstate construction zone speed limit. He pointed out that the speed camera code only covers a specific subset of alleged violations.

"The owner of a vehicle... shall be liable for a penalty imposed pursuant to this section if such vehicle is operated at a speed in excess of those set forth in Toledo Municipal Code Section 333.03," Toledo's speed camera ordinance states.

Section 333.03 does not include any reference to construction zone speed limits. Instead, it sets forth 60 MPH as the speed limit for Interstate 75.

"The issue is not whether the 50 MPH speed limit was legally declared by the director of transportation," Reusch argued. "Instead, the relevant issue is whether the element of the 50 MPH speed limit being set forth in Toledo Municipal Code 333.03 is satisfied.... As drafted by the city of Toledo, [the speed camera ordinance] does not say that it is a violation to exceed the posted speed limit.

continued page 15

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Ohio Appeals Court Upholds Photo Ticket **continued**

Nor does it say that it is a violation to exceed the speed limit established by the director of transportation."

The city council could have held a public meeting and amended the ordinance in question setting out the lowered speed limit, but it did not do so, Reusch pointed out. The three-judge appellate panel saw no reason for the city to change

its ordinance.

"Toledo Municipal Code 333.03 includes two provisions that set forth express speed limits -- (b) and (d) -- and five provisions that set forth implicit speed limits," Judge Mary Eileen Kilbane wrote for the panel. "'Set forth' is not limited to express speed limits; if that were true, then the limits imposed by the other provisions

would be meaningless. That cannot be the case. The trial court found that TMC 333.03(h) set forth an implicit speed limit that Reusch violated, therefore making him liable. We agree."

Reusch now must appeal the ruling or pay \$120 to Redflex Traffic Systems, the Australian company that runs the camera program.

Road Trip

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

Greetings Riders,

I hope you all took advantage of the relatively nice weather last weekend to go on the Cyclerides.com Monument Ride that I wrote about in Last Week's Newsletter. If you are looking for a good overnighter, there is still plenty of time to do the Silver City Ride that I wrote about a couple of months ago. The Coronado Trail will be awesome this time of year. Take a look at the New Page that I just did for this ride complete with maps. Click Here.

As most of you know, especially those who followed my daily pictorial on the Cyclerides.com Facebook page, Mrs. C. and I took off on July 30th for a 10 day ride through the Great White North. It was an excellent 3300 mile ride in which we were blessed with great riding weather for 95% of the trip. And for that other 5%, a little rain never hurt anyone, it's part of a day on the road. As with all of the long rides that we have taken, this one was filled with exceptional scenery, much sought after cooler riding weather and new relationships made with other riders along the way.

As I sit here trying to write this, I'm finding it difficult to transfer the reflections of my thoughts over these 10 days, into a few paragraphs in the newsletter. Imagine the experience and daily routine of living out of a T-Bag with a few clothes rolled up with a rubber band, strapped to the back of a motorcycle, pointed in a direction not knowing where it will take you, with no schedule, no motel reservations and no ending requirement for the day. This concept is so liberating, relaxing and contrary to the life we live every day, it's really hard to put into words. For most of us, we get up at the same time every day, take the same route to work, get off at the same time and reverse the route. It is Eat, Work, Sleep, Repeat. We generally live by schedules, demands and expectations dictated by our work and family life.

There is not much better than to be on a motorcycle, riding through a place you have never been, with the cool breeze blowing past your body while your nose picks up the scent of the fresh cut alfalfa, the strawberry fields or the strong smell of fresh cut logs from that sawmill as you ride by. Being enveloped by the enormity of the mountains with glaciers hanging off of the edge, while enjoying the beauty of God's creation 360 degrees around you, living only by YOUR schedule and expectations, is about as far from the real world as you can possibly get.

Riding a motorcycle on trips like this is such and incredible experience, so refreshing to your soul, but yet so hard to explain to anyone that has not experienced it for themselves. I know there are a lot of you reading this that know what I mean. But for those of you that have not yet ventured into the carefree, leave the schedule behind type of motorcycle ride, I would highly encourage it for a way to break the mold of the daily routine and provide a boost to your mental well being. It is also a great opportunity to spend some quality time with your spouse or significant other. I can honestly say that I did not turn the TV on even one time the entire 10 days. And didn't miss it.

Some have asked how we do a trip like this. Since I am self employed and distribute my Hat Saver product nationwide, to Japan and via internet sales, it is hard to be gone for much more than a week at a time. And to maximize those days, we generally leave on a Thursday or Friday and return the next Sunday, giving us a full 10 days, but only 6 work days. Since we have limited time, to maximize our riding time in the area that we want to be, we ship the bike to the destination that we want to start from.

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Road Trip continued

In this case we shipped the bike to Seattle, over 1400 miles away. We used <http://motorcycle-shipping.biz> . Call Mary Lou for a quote at 800-615-3011. Cost was \$565. We then got one way tickets to Seattle and took a cab the 7 miles to Allied warehouse where the bike was waiting. The battery was dead when it got there, but they had a battery cart to jump it and we were on our way by 11am. This is a very slick way to maximize time and start riding right where you want to be.

Since almost half the day was already gone, we wanted to at least get the 210 miles over the North Cascades National Park to Winthrop done and preferably another 100 or so if possible. It is really pretty exciting when you finally get on the bike, let out the clutch and realize that the next 10 days and 3300 miles are yours to do with as you please. We headed North up I-5 through Seattle to Scenic Hwy. 530 to Arlington where we stopped for lunch. Unfortunately, one of the first things we saw was a sign that said that Hwy. 20 was closed at Ross Trail due to an avalanche. Hmm, not good considering that there is only one way across the Cascades to Winthrop and that is on Hwy. 20. So over lunch I called the Park and they told me that the road should be open by 4pm. It was about 12:30pm when I made the call and we were only about 80 miles away. This meant 2 things, we were almost certain we would be staying in Winthrop

STURGIS 2020 IS ON!

<https://www.bikernet.com>

The Sturgis Council of Generals had a vote last night. From one source the vote went down to 7 for and 2 against opening the rally gates. Another source told me the Council was reviewing five or maybe seven, hold it, could be nine opening options. Rumor had it, they were going for option three. The whole greasy enchilada played out on facebook last night, so let us know if you heard anything else.

According to one reporter in the fields of South Dakota, the Council doesn't really have much sway whether the rally rocks or not. At one time they attempted to control the name until the courts took it away from them this year. Now you can print any Sturgis 2020 T-shirt you like. Bottom line, the biker world is coming to Sturgis for the Rally and no one can stop them, except the Governor. From all accounts the Governor of South Dakota is very cool.

Here's the latest from an inside source: Rally is on. Vendor licenses will be approved. There will be no City sponsored events but anything else can happen. And of course the town of Buffalo Chip is hosting eight bands and is wide open.

So, be safe, be careful and healthy and promise not to bring any Covid to South Dakota. Some Bikernet staffers are heading out later this week.

--Bandit

TWISTED ROAD NEWS--Rider Success Story: Q&A with L.A. Motorcyclist, Barry V.

The sky...and the roads...have no limits for Barry since he started renting with Twisted Road. Here he shares a few things he loves about riding and some of the places it has taken him.

Tell us about your riding experience. How long have you been riding, and how many bikes have you owned? How did you first become interested in riding?

and we would have time for some quality sight seeing along the way.

So we took our time along Hwy. 530 following it up to Rockport where we intersected with Hwy. 20. The next 100 miles is possibly some of the finest riding that you will ever do. The North Cascades is an absolutely beautiful area with gorgeous mountains and Diablo Lake with the turquoise blue snow fed water. The road meanders and curves throughout the park, taking you past the Skagit river hydroelectric plant, dams and presenting you with one great view after as you rise up to the pass. Your decent on the North Cascades Scenic Hwy. will take you through Rainy Pass that will present you with an awesome mountainscape with a view of the road switchbacking down below. Certainly a sight that you will remember.

We did this route about 4 years ago and specifically wanted to do it again. The pictures from this trip really don't do it justice because it was a little overcast this day, but it is an excellent ride, certainly in the top 4 or 5 routes that I have ever done. (See the link for the excellent photos from 4 years ago below) The frosting on the cake will be your stop in Winthrop. We wanted to make it further than this, but we are glad that circumstances kept us here. This is one of the neatest old towns that you will find. They have done a great job in preserving the authenticity of this

I rode dirt bikes as a kid...many decades ago!!! I also had a Yamaha 250 motocross for a couple of years along with a Harley Davidson Fat Boy (in England). I only recently took my California rider's test and have been riding non-stop on various bikes, since then.

Tell us about your experiences with Twisted Road - as either an owner, as a rider, or both. What do you enjoy most about being part of our community?

I love the freedom of choice going onto Twisted Road and selecting the type of bike to ride that exactly fits my mood. If I want to cruise around Malibu, tear it up in the canyons, toddle around town I have the choice of hundreds of different types of bikes within a fairly small radius. Renting bikes this way erases any ownership or maintenance worries...I don't have to fork out thousands of dollars and feel regret about a bike sitting unriden, in the garage like a 150bhp ornament. I ride whenever I want on whatever I want, stress free...that's freedom.

Twisted Road is more than just a motorcycle rental company. It is a riding community. We love to hear stories from both our bike owners and renters about their experiences on two wheels—what they have seen, eaten, experienced or who they have met. Thanks for sharing the open road with us and ride safe!

Have a great story to tell us?
Email us at blog@twistedroad.com

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VIRUS BUSTER RUN-- Twisting the Throttle on the Economy

My name is Ben Van Leeuwarden I am the GM at Planet Chopper, we host custom motorcycle tours in NZ, the States and India. We are proud to present

old settlement. I would highly recommend the Hotel Rio Vista located within walking distance to the town. The Old Schoolhouse Brewery is a fun place to eat and usually has live entertainment on the patio. Winthrop will be another memorable part of your day.

I mentioned earlier about the camaraderie of others who are on motorcycle trips as well. We casually met a couple from Canada at the overlook of Diablo Lake and exchanged a few pleasantries. We later saw them at another overlook and waved to them again. We then ended up in the same town of Winthrop at the Old Schoolhouse and ended up talking with them and sharing routes and stories for 20 minutes as we waited for our dinner. It is just cool that you have a friend no matter where you are as long as there are other riders around.

So if you are looking to maximize your time in the area that you want to ride, shipping your bike to the start point and riding it home is a great way to go. You still get the amount of miles you want to ride, you just don't have to go through 1400 miles that you don't want to ride to get there, and save 3 days. Seattle is a great place to start as you can do routes into Canada, Victoria, or head down the coast of Washington, Oregon and California. A lot of possibilities from this start location. Next week I will be back with our cross into Canada.

the Virus Buster Run 2021. The ride goes from Auckland to The Burt Munro Challenge and back again over 12 days.

We have pre-selected bars in each town for riders to meet at the end of each day. There is live music organised where possible and raffle tickets are sold for a COVID-related charity.

The purpose of this run is to twist the throttle on the economy by bringing business to New Zealand's hard-hit restaurants, bars, hotels, motels and retail outlets.

People are free to join for the entire trip or just meet at the nominated bars. This 'Gypsy Run' style means that riders from anywhere in the country can join in. It's not just for motorcycle riders though, everyone is welcome to come to the bars.

Given that international travel is not currently an option, this run gives the motorcycle community something to look forward to, bringing riders together in a new and meaningful way, helping all New Zealanders.

Locations include:

- Planet Chopper Office to Coromandel - 6/2
- Taupo - 7/2
- Wellington - 8/2
- Kaikoura - 9/2
- Geraldine - 10/2
- Queenstown 11/2
- Burt Munro Challenge 12,13/2
- Oamaru 14/2
- Hamner Springs 15/2
- Picton 16/2
- Oamaru 17/2
- Planet Chopper office 18/2

If you are interested in taking part then please follow the Facebook event. Or head to the Virus Buster page on our website to learn more.
Cheers,
--Ben



ADVERTISE YOUR BUSINESS HERE

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