

June 2014

# Gateway Gazette

**Gateway Riders BMW Club  
The Legendary Riders of the Midwest**

**Volume 42, Number 3**  
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**Deadline for the next issue is August 12, 2014. The Gazette is published in February, April, June, August, October and early December.**



## **Hello Club Members!**

**Al Schroer, President**

June 10. What crazy weather we have been having! I think it is raining as I write this. I do not recall ever having cool and wet weather this late in spring. But it has not hampered many of our club rides. We have had a great turnout for our weekend excursions and only had to postpone a couple that I know of. The Progressive Dinner ride was another perennial success. Thanks again to all of you who hosted.

Many of us normally go to the Georgia Mountain Rally but no one attended this year. It is some beautiful riding but it has turned into a perennial bugaboo with bone-soaking rains and flooded roads guaranteed every year. Instead, we had a good club showing at the European Road Riders Rally sponsored by the Nashville BMW club. Our club was also well represented at the RA Rally at the Barber MotorSports Park in Alabama, the Iowa Rally, and the Land of Oz rally in Kansas, put on by the Kansas City BMW club.

I have not had as many ride opportunities recently because of weekends spent with my son and his future wife, making plans for a wedding in late June. But after that, I am looking forward to a getaway week in Minnesota for the International BMW MOA rally. There is a group assembling in the south who will be traveling up the Great River Road, picking up additional riders as they go north. Please check the BMW MOA website for details if that interests you. It should be a great rally with heat probably not being a detrimental factor. Many of us remember the Bloomsburg debacle in Pennsylvania a few years ago. Who knew that Pennsylvania was capable of a week of over 100 degree temps? St Paul has lots of hotels for non-campers if you are concerned about sleeping outdoors. The club will have a rally canopy for relaxing in the shade with a cool drink and great conversation. Look for our new club banner! For those of you who have not been to the big rally, there is so much to do that you actually have to schedule your time to maximize the experience. Demonstrations, clinics, ride reports, test rides on new BMW's, vendors, food, contests, etc, etc. If you have not been to the annual MOA rally, this is one that is not too far away with good roads and great amenities. Do yourself a favor and make plans.

I know many of you are probably wondering how I am able to exist with my new RT sitting in the garage and not being able to ride it. BMW has issued a "DO NOT RIDE" recall alert with dealers personally calling new waterhead owners like me. Since it rains almost daily, I have been able to emotionally cope, but the need to be on two wheels is beginning to grow. And there are no details of a fix being leaked out yet. YIKES! Maybe it should just keep raining! I hope you all are able to get out and enjoy the late spring weather between the rains.

Ride safely and be alert!

*—Al*

**On the Cover:** Jeff Ackerman grills at last year's Summer Solstice cookout and pool party. Photo by Marilyn Roberts.

## Summer 2014 Events Calendar

Compiled by Jeff Ackerman, Events Guy

*Note: The ride starting points depend on the direction we are going:*

NORTH: The west side of the Home Depot parking lot, between New Halls Ferry & Old Halls Ferry on the south side of I-270 in North County.

SOUTH: The McStop at Pevely (Exit 180 off I-55 at Z) OR the south end of the Dierbergs parking lot on Hwy. 21, just south of I-270 (on the LH or east side of 21 at the first light).

WEST: The QuikTrip off I-70 (exit 222) by I-370 at Mid Rivers Mall (on the north side in St. Peters); or the BP just south of Hwy. 40 (I-64) on Long Road; or the MotoMart, on Hwy. 141, just north of I-44 (exit 272); or the QuikTrip in Eureka, just south of I-44 (exit 264) on 109.

EAST: The Dierbergs or Home Depot – See above.

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**Shop Rides:** Forever Endeavor has shop rides every 3<sup>rd</sup> Saturday of the month, typically meet at 8:00/leave 8:15 (next rides are July 19 & August 16), followed by a hearty breakfast. Meet at the new location, 518 East Osage, Pacific, 63069 {a few miles west of the old shop on old highway 66 on the south side}. 636-938-7336.

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\*June 16: 22<sup>nd</sup> Annual Ride to Work Day – Let the Events Director know if you rode to work today and he will give you ride credit. This is one that the retirees (like your event's director) will miss out on but I doubt that breaks their heart. However, if you ride to the hardware store or something remotely resembling work today let me know and I will give you credit. <http://www.ridetowork.org>.

\*June 20-22: 42<sup>nd</sup> Missouri State Rally -Located in the city park in Crane, Mo (approx. 30 mi SW of Springfield, MO on state hwy. 413). It's a nice little rally but can be hot. See [www.MotoMo.org](http://www.MotoMo.org) for info.

\*June 21: Celebrate the first day of summer with a nice long ride. Rider's Choice – Ride to Clarksville, or maybe the Lighthouse restaurant, across the Mississippi bridge at Louisiana or something in Hannibal or wherever suits your fancy. Meet at the QuikTrip in St. Peters at 9:00/leave 9:30. Ride leader needed.

\*June 28: Ride to Missouri Hicks for BBQ. Meet at the QuikTrip in Eureka at 9:00/leave 9:30. Chris Kerckhoff, 314-422-1888.

\*June 29: The VP is doing Bike and Swim Ride to celebrate summer. Go for a scenic ride followed by a nice swim. Meet at the McStop in Pevely at 8:00/leave at 8:30. Jim Williams, 314-974-1815.

\*July 6: Rider's Choice – Bring your favorite ride to the starting point. Meet at QuikTrip in St. Peters at 9:00/leave at 9:30. Ride leader needed.

\*July 11-13: AMA Vintage Motorcycle Days at Mid-Ohio Sports Car Course in Lexington, Ohio. (remember, we are an AMA club, too). For info, visit [www.AMADirectlink.com](http://www.AMADirectlink.com) or call 1-800-AMA-JOIN. For tickets visit: [www.midohio.com](http://www.midohio.com).

\*July 12: Ron Bier is leading a south county ride. He knows all the great little backroads. Meet at the Dierbergs, off Hwy. 21 at 9:30/leave at 10:00.

Continued on next page

Events, continued from previous page

\*July 20: Today is National Ice Cream day and for those that didn't go to the National, Phil is leading a ride to find some cool treats. Meet at QuikTrip in Eureka at 9:00/leave at 9:30. Phil Sulfstede, 314-910-9663.

\*July 24-27: 42nd BMW MOA Rally in St. Paul, Mn. at the state fairgrounds. Great riding, seminars, workshops, live music and friends – the list is endless. See the MOA magazine or [www.bmwmoa.org](http://www.bmwmoa.org) for details.

NOTE: No meeting in July (except at the National, if you go.)

\*July 26: Rider's Choice – Bring your favorite ride to the starting point. Meet at BP on Long Rd. at 9:00/leave at 9:30. Ride leader needed.

\*Aug. 3: GS Ride in Warren County, we will take one of routes set up by the old KTM dealer and end up in Hermann. This is a GS (not a gravel road) ride and will include riding through Lost Creek for about 100 yds. as well as numerous low water crossings. Meet at the QuikTrip at Mid River's at 8:00/leave at 8:30. Jeff Ackerman, 314-838-2161.

\*Aug. 9: Late summer picnic ride with Phil (bring your lunch). Meet at QuikTrip in Eureka at 9:00/leave 9:30. Phil Sulfstede, 314-910-9663.

\*Aug. 16/ 17: Jay is organizing a swimming, and campout ride to Council Bluffs Lake, south of Potosi on DD. This year there won't be a meteor show (the Perseid's meteors were the previous week). Come for the swimming in the lake and stay for the camping. Meet at the Dierbergs grocery at 9:00/leave 9:30. Jay Green, 618-277-7689.

\*August 20: Wednesday General Meeting at Miss Sheri's at 9967 Manchester Rd., St. Louis, Mo. 63122. When you come through the doors, the meeting room is to the left. They need us out earlier, so arrive no later than 6:30 if you plan on eating. Meeting starts at 7:15 sharp.

\*Aug. 24: Late summer "surprise" ride with Phil. Meet at BP on Long Road at 9:00/leave at 9:30. Phil Sulfstede, 314-910-9663.

\*Aug. 22-24: I haven't seen anything on the Galena Campout, but in years past it was this weekend – (join the BMW Motorrad Club of Northern Illinois in Galena IL, for their campout at the family friendly Palace Campgrounds near the Mississippi River). Check the MOA magazine or website close to the rally date.

\*Aug. 30: Chris is headed west today (maybe River's Edge). Meet at the BP on Long Rd. at 8:30/leave at 9. Chris Kerchkoff, 314-422-1888.

Events that are starred, are point events. Any motorcycle rallies greater than 200 miles away or any BMW rallies are point rides, even if not listed. Note: See the MOA magazine or website: [www.bmwmoa.org](http://www.bmwmoa.org) for more rally information. **GR**

It's early, but just so you know...the annual Gateway Riders winter holiday party will be held on Friday, December 5 from 7 to 11 p.m., at HSC Ballrooms (Hearts of St. Charles). Dinner will be served at 8 p.m.
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## Your Rally in Action—Why Does it Work?

By Larry Floyd

I recently communicated with the Club Representative from BMW MOA, Paul Mulhern, about our rally. He asked me why I think our rally is still going strong after 38 years. That's a good question. We have a good weekend, a good venue, great support from the Lions and town in general, and a great reputation within the riding community. However, I think first and foremost, we have a healthy club that is firmly committed to the event and willing to support it.

I've thought about other rallies that have declined or gone into extinction and talked to other rally directors. While the reasons are many and varied, I think the overriding factor boils down to the members of the club just not wanting to do the rally anymore. If it gets to be too much work, people start to resent one another, or there are too few volunteers to make it happen, then the event just can't be sustained without some change.

Let's face it, we primarily belong to our club to have fun. A large part of having fun is socializing with other people who have a common interest. If we don't enjoy the company of other club members, don't have fun at the sponsored club events, or become involved out of a sense of obligation, then we are not on a healthy path. A sick club means a sick rally.

Fortunately, I think we have a really healthy club. We recruit new members. New members are the future life of any organization and we have many who not only join but become actively involved. We have a good core group of people who take on responsibility for club leadership roles. We have a great group of volunteers who sponsor parties, lead rides, and volunteer for a multitude of activities and functions. We have a variety of activities throughout the year that hopefully provide the reinforcement to continue membership. And, most importantly, I think we collectively have a positive attitude toward each other and the club as a whole. No "Debbie Downers" here!

Club pride, respect for each other, and a "let's all have fun" attitude all contribute to the ongoing success of the rally. If the rally ever gets to be a chore and club members look at it as a negative rather than a fun event, then we might as well pack it in. Yes, the rally is a lot of work, but it is also a heck of a lot of fun. Let's keep it that way. **GR**

### **F & M Motorcycle Refinishing**

Get 'Yer Bike Painted!

Larry Floyd/Art Mester

Email Larry at [bmwmotorfloyd@att.net](mailto:bmwmotorfloyd@att.net)

Email Art at [webam@primary.net](mailto:webam@primary.net)

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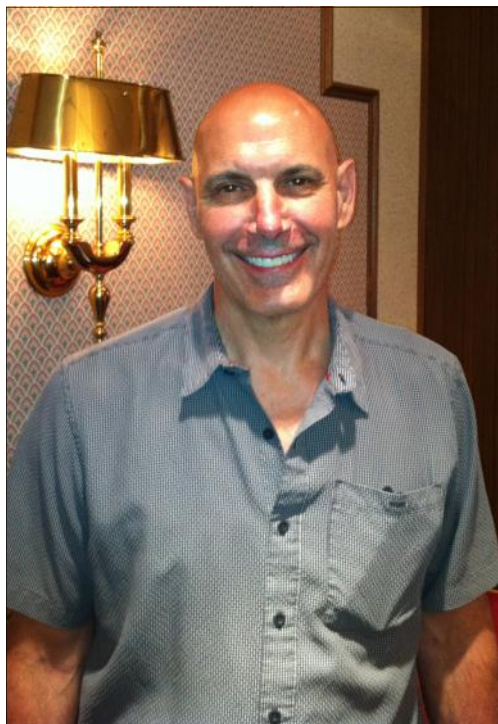
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## New Member Profiles

Submitted by Rich Race



Tom Marinelli joined in May, 2014. He rides a R1200GSA. Tom was a member of BMWTCDD, the BMW Touring Club of Detroit and moved to St. Louis for a consulting opportunity. He currently lives in Clayton.



Dave and Tracy Anderson joined in May, 2014. They ride an R1150R. They recently moved to St. Louis from the East coast, and sailing is another hobby. They live in Chesterfield.

## Spring Tech Day 2014

By Dave Leligdon, Tech Guy

We had a nice day for the spring tech session. Ten members showed up and got a few tasks done. Art Belt arrived early and was eager to show off the HP and Torque graphs from his recent mapping of his aftermarket engine control unit. The mapping gave his bike more power and better gas mileage. Can't beat that. He was also in need of having a new headlight connector installed. When he attempted to change his headlight bulb the connector crumbled in his hand. It would normally be a straightforward job except his R1200 RT would require major panel removal to expose the electrical connection.

Because we could see the connection point for the new assembly to the wiring harness we decided to try the repair by reaching around the handlebars and into the area below the dashboard (right). This would be a job for two sets of arms. Art and I dove into the task. Art would hold the wires from below while I tinned the bared wires from above. This job was relatively simple and would have been easy if we had smaller hands and arms.



Now came the hard part: soldering the two sets of wires together. It is important to hold the wires still while soldering. If the wires move prior to the solder solidifying a cold joint will occur. Because I do a lot of electrical work I made up a simple jig to hold the wires together. It took a while to clamp the wires into the proper position but once accomplished the solder connection was made. Repeat for the other set of wires and the job was complete.

During the past week I did major maintenance on my R 1150 RT. After removing the bike's fairing I changed the fuel filter located in the fuel tank, installed a new air filter, alternator belt and stainless steel brake lines, bled the brake, installed new plugs and adjusted the valves. To finish the work I installed a set of Wunderlich engine guards.

I did not get around to changing the fluids so Phil Sulfstede put the bike on the lift and offered to tackle the job. He started with the crankcase oil. It came out remarkably clean. I forgot that I changed the oil a few weeks before and when I went shopping for the fluids I purchased more oil along with the transmission and final drive fluid. We decided to leave the filter in place and Phil moved on to the transmission and final drive. On the positive side the drain plug on the final drive was free of any metal shavings, a sign that no bearing deterioration has taken place.



The old saying that "the cheapest thing on a BMW motorcycle is its rider" was once again proven by Cecil King as he requested help in rotating his front brake pads. Rather than replacing the pads because the pad on the fixed side of the caliper is wearing down, switching the pads in the caliper adds life to the brakes. It should be noted that this procedure is only cost effective if you do your own work or attend a tech session. Because there was little else to do Cecil had plenty of help in doing the job (left).

While the garage was busy Larry Floyd was out on the driveway wanting to install a front fairing to the bike on his sidecar rig (right). Jim Williams assisted Larry in getting the job done. Larry made the brackets for attaching the fairing to the bike and the fairing fitted up nicely. Jim took over the wiring for the turn signals. **GR**



# Your Rally in Action... Money, Money, Money

By Larry Floyd

I've been trying to provide some background on the Falling Leaf Rally with a series of *Gazette* articles. This month, I decided to wrestle the alligator and address the issue of money. Yes, it takes money to put on this event, and we collect money at the door to pay for it, but there is a lot more involved in making the pay side at least equal the income side.

A long time ago, your club Board of Directors did a marvelous thing. They established a Rally Fund which is separate from club general finances. They are separate bank accounts, actually maintained at separate banks until recently. Your club elders built up the rally account to a level that comfortably covers the expected rally expenses. The idea is that if we were to have a catastrophic event that resulted in 0 income, club general revenue finances would still be intact. Now, every year I have managed the rally, with the exception of one that I will talk about later, we have made a profit on the event. When the rally is over, I deposit all the receipts in the rally account, and then, after all expenses have been reconciled, transfer the profit to general revenue for club use. The general revenue fund is managed by the Board of Directors. Every year, they make up a budget based on available money and expected expenses. That budget is presented to the membership and approved by a simple majority vote. If the club decides to spend money outside what was budgeted and approved, the issue goes back to the Board who then re-view the budget and revise as needed. Then the revised budget is presented to the membership for a vote. It's a good system that has proven to be very effective in keeping the club solvent as well as paying for all the activities and goodies we enjoy throughout the year. The two primary sources contributing to the general revenue fund are membership dues and the rally. Your dues are pretty low, aren't they? That must mean that the rally provides the biggest share of general revenue funds.

As the Rally Director, it is my job to manage the rally account. We have good years, and we have bad years, depending on attendance. I try to keep the break even point, that is the number of full admissions needed to cover our fixed cost, at 300 to 350. If I can manage that, then every admission after that cutoff point represents profit. Fortunately, the Lion's Club charges by the head rather than a set fee for the weekend. That means we do not have a minimum fee for grounds usage. When attendance is good, the Lion's profit more, just as we do. When attendance is down, they end up with less profit, just as we do.

So, the fairgrounds rental is essentially a floating amount that varies with attendance. We do have fixed expenses, however, that would not be recovered in the case of zombie attack and wholesale breakdown of society as we know it. Fixed expenses include: rally pins, awards plaques, anvil shooting fee, coffee and lemonade, xeroxing costs, and hot dog roast supplies. We can store and carry over any unopened items like coffee in cans, and we can keep plates, forks, napkins and similar kinds of items for future use. We cannot reuse dated items such as the pins and plaques, and we cannot carry over any unused hot dogs, buns, opened condiments, bagged chips, or other perishable items.

Additionally, we have some rally perks expenses. We can't do anything without volunteers. Volunteers deserve to be rewarded for their contributions. To do that, we purchase rally hats, a lunch sandwich for Friday workers, some beverages for workers and club members, and pizza on Friday night.

The question of admitting club members, or rally workers without paying the rally fee has come up a couple of times. Our policy is that everyone who attends the rally pays the same fee. I have to manage the damn thing, and I pay the \$22 just like everyone else. No matter in what capacity you attend the rally -volunteer worker, club member, person at large, you have full access to all the rally benefits, and you pay the same price. You have a place to camp, toilets that hopefully work, showers, coffee and lemonade, a hot dog roast, admission to the anvil shoot, guided rides, firewood, and all the perks shared by all

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Money, Money, Money continued from previous page

attendees. Also, the rally fee paid by club members goes right back to the club. Remember, the rally profit pays for a lot of club activities. It is also worth noting that our rally fee is among the lowest of all the rallies in the country. I think, given what you get for the money spent, we are maybe the best value on the BMW rally circuit. Our policy on collecting fees directly affects rally value. I think our cost:value ration is as good as it gets.


So, we have a good financial plan and a good financial base to work with. Ultimately, though, I have to keep an eye on expenses and maintain a rein on spending. When we have a good rally year, it is easy to spend money on extra stuff. However, when we take on an ongoing cost, we raise the break-even point above that 300-350 target, or we are forced to raise our rally fee. I don't want to do either one if I can help it. As a result, I try to look for the best value in getting rally supplies. For most things, Sam's Club gives us the best return on our investment. When you look at the breakdown of cost per attendee, the rally pin is the largest single cost. Yes, it is perhaps surprising, but the cost of coffee per person is almost insignificant, while the cost of the pin is considerable. That is why I try to buy only as many pins as we will actually use. Each leftover pin represents about \$1.50 to \$1.75 lost.

I often get suggestions regarding things we might add to the rally. Whenever that happens, I have to carefully assess whether this is a one time expense we need, or an ongoing expense that will cost something every year. A good example of a one time expense is the new roof we recently put on the storage shed. We needed it to protect the supplies we have stored, but it should last us for quite awhile. Our coffee makers were expensive, but make us more efficient and cut down the volunteer hours needed to sustain the operation. Additional or upgraded food items, or additional selections are examples of items that would be an ongoing expense. I try to avoid the ongoing expenses unless we really have a valued added result. So, you do not have a choice of bratwurst over hot dogs, or a seven grain bun versus what I get on sale. My goal is to keep the rally as good as it is, and maybe make it a little better, without increasing our cost.

I hope this information helps demystify the way the rally is financed and the way the money flows. Oh, and that one year that the rally failed to make a profit? Well, it rained on Wednesday and Thursday in every direction from the rally. That meant that anyone attending, had to ride through heavy, all day rain to be there. The grounds were a muddy mess. I gave up trying to control gate entry. No one wanted to stand out in the rain and no one wanted to stop their bike at the gate and try to pull up a rainsuit sleeve to expose an armband. Our attendance went a little above 300 and that included the Gateway Riders who paid their entry fee as did everyone else. In panic mode, I canceled the pizza party, which was very disappointing for everyone, but saved us just enough to declare the rally a break even event. Although the club objective has never officially been to make money from the rally, we are so used to it that the following year was a little austere. That was the year that Sharon put together a no cost Christmas party at the Casino, the only place we could get that did not charge us a usage fee! It was all pay as you go, and the cost was, for the only time I can remember, not subsidized by money from the rally.

Let's all work toward a good 2014 Falling Leaf Rally. It's fun, and it makes the following year a whole lot better for everyone. **GR**

BMW Motorrad Dealer	<b>Gateway BMW Motorcycles</b>
<b>Address</b> 2690 Masterson Ave. St. Louis, MO 63114	<b>Tom Huff</b> Motorcycle Sales
<b>Telephone</b> (314) 427-9090	
<b>Cell</b> (573) 701-1872	
<b>Toll Free</b> (877) 221-9090	
<b>Fax</b> (314) 427-8185	
<b>Website</b> www.gatewaybmw.com	
	 

BMW Motorrad Dealer	<b>Gateway BMW Motorcycles</b>
<b>Address</b> 2690 Masterson Ave. St. Louis, MO 63114	<b>Bob Honz</b> General Manager
<b>Telephone</b> (314) 427-9090	
<b>Toll Free</b> (877) 221-9090	
<b>Fax</b> (314) 427-8185	
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### Trax Bags For Sale

Left Aluminum 37L; Right Aluminum 45L

Includes locks, drybag liners and storage/carry covers. Like new condition; used about 3 times. No dents or scratches. Cans are too big for my 640.

\$525 Obo; Tim Coogan, 314-809-1952



### Personal Club Banners for Sale

Jim Williams will order only 9 at a time, and will continue to order until everyone who wants one, has one. Cost is \$20. The banners are small enough to carry to a rally. Email Jim to get your name accounted for and he'll make sure you get one. His email is on the *Gazette* masthead; he's the club VP.





## Miscellaneous Pictures



Gateway Riders at the Iowa Rally. With our new banner! Photo by Larry Floyd.



Haugen reinstalling Al's mirror after knocking it off while showing Todd bray how the new RT has flip in mirrors! Awkward!



Ron and Fielding getting custom earplugs fitted at the RA Rally. Photo by Chris Kerchkoff.



Doug's new bike, a Moto Guzzi!



Last weekend's ride to the Pioneer Cabin for dinner. Photo by the waitress.

If you have a Facebook account, be sure to look up the Gateway Riders. We have a group page. Just search Facebook for "Gateway Riders." We are pretty active there and you will see many more pictures, announcements, weird stuff, etc.

# Lane Splitting

Submitted by Bill Graham

Bill Graham sent this message to the AMA: “On October 2012 California issued the official lane splitting guidelines. Before that there were no statutes. Mr. Kinaan states, 'lane splitting is permitted in California for one simple reason: California does not have a statute prohibiting it.' So, are the guidelines that were issued statutes? I wish the absence of a law made it legal. In my home state of Missouri under motorcycle laws it states (Lane Splitting) not referenced in administrative code or statutes. However if you lane split you can count on a careless and reckless citation. I believe lane splitting can be safe following California's guidelines. The biggest problem will probably come from the four wheelers not wanting you to get by them. Billy Graham, 56 years riding and still going strong 20+ years MSF instructor. “

Marie Esselstein, Government Affairs Assistant at the AMA, replied: The AMA recently adopted an official position on lane splitting which you can review at <http://americanmotorcyclist.com/Rights/PositionStatements/LaneSplitting.aspx>. You are correct, many states that do not specifically address lane splitting in statute have law enforcement who choose to address the practice with reckless operation and other similar tickets. California law enforcement has a long history of basically ignoring the practice, so long as it is done in a careful manner. While the guidelines are not considered statutes (that would require ratification in the California state assembly) they do provide a written guide to the practice that—in addition to providing guidelines for safe practice—essentially confirms the “it’s not illegal” basis for allowing lane splitting in California.

Historically the AMA has supported legislation to allow lane splitting, as long as the legislation did not conflict with any of our other positions. However, though a few states have gotten lane splitting bills introduced, none have made it through to process to become law. As such, California is still the only state that allows the practice.

Because there has been a recent increase in inquiries on this subject and an increased interest in lane splitting legislation within our membership, I have spoken at length with my supervisor, Imre Szauder on the subject. He shared the following information with me:

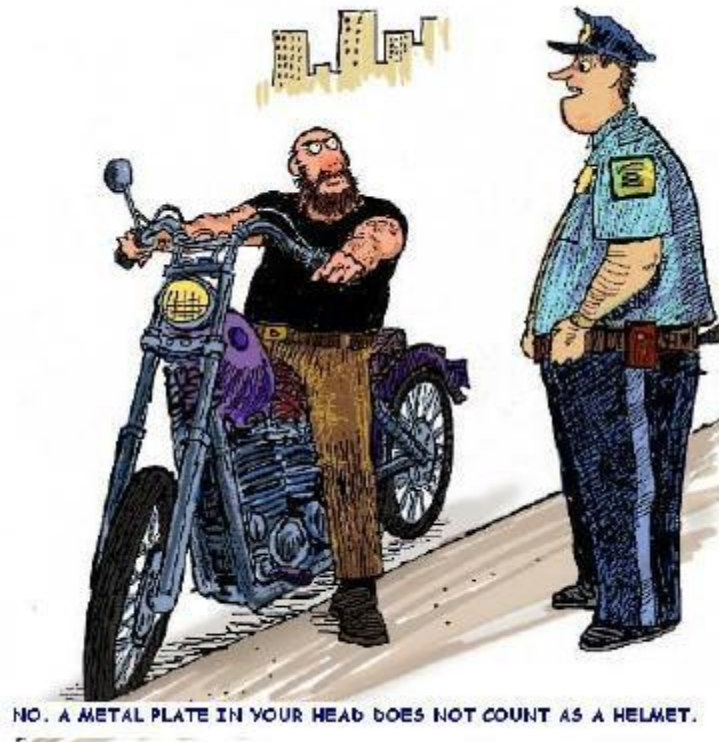
- 1) Among riders, you’ll find support, opposition and neutrality on lane splitting, each position with pro and con arguments of their own. In short, there is no definitive answer on lane splitting by motorcyclists.
- 2) In New Jersey, we’ve supported legislation (2012 AB-2102; see [http://www.njleg.state.nj.us/2012/Bills/A2500/2102\\_I1.PDF](http://www.njleg.state.nj.us/2012/Bills/A2500/2102_I1.PDF)) that called for a lane-splitting task force to examine the practice. The same bill was introduced in 2010 as AB-140 (see [http://www.njleg.state.nj.us/2010/Bills/A0500/140\\_I1.PDF](http://www.njleg.state.nj.us/2010/Bills/A0500/140_I1.PDF)).
- 3) In 2011, we remained neutral on Oregon SB-463 (see <http://www.leg.state.or.us/11reg/measpdf/sb0400.dir/sb0463.intro.pdf>) because of the speed restrictions (when compared to California’s implementation) and opposed Texas HB-1571 (see <http://www.legis.state.tx.us/BillLookup/Text.aspx?LegSess=82R&Bill=HB1571>) because of the helmet requirement.
- 4) In 2010, we supported Arizona HB-2475 (see <http://www.azleg.gov/legtext/49leg/2r/bills/hb2475o.asp>), but the governor vetoed the legislation on May 11, 2010.

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Lane Splitting, continued from previous page

- 5) With the exception of the Arizona bill, we have found there isn't enough support in most state legislatures to get lane-splitting legislation for motorcyclists passed. There may be a number of reasons why, but chief among them is those who don't ride a motorcycle don't want riders to be given an advantage in filtering through or to the front of slowed or stopped vehicles. Lane splitting by motorcyclists has also been viewed as a dangerous practice by some in the traffic safety and law enforcement communities; this view is often supported by videos of riders lane splitting (in states other than California) at high speed or in a reckless or careless manner.
- 6) In California, lane splitting is not addressed in the California Vehicle Code (see <http://www.legislature.ca.gov/port-calaw.html>) but addressed in the Frequently Asked Questions section of the California Highway Patrol (CHP) website (see <http://www.chp.ca.gov/html/answers.html#03>):
  - a) Can motorcycle riders "split" lanes and ride between other vehicles.
  - b) Lane splitting by motorcycles is permissible but must be done in a safe and prudent manner.

We will continue to review all lane-splitting legislation and post each bill and our position in the State-Watch area of our website (see <http://www.americanmotorcyclist.com/rights/issueslegislation>). We may also provide coverage in the StateWatch column of the American Motorcyclist magazine and in our monthly government relations department electronic newsletter News & Notes. **GR**





# The Gateway Gazette

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Lane Splitting



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