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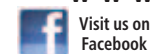
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Happy Valentine's Day Bikers!



I appreciate all the advertisers, Team Thunder and loyal readers~ you are all my valentines! I hope everyone is staying warm now that winter in Michigan has officially arrived. We were so fortunate that it has had a slow start, but the snowmobilers are all happy now so everyone wins. It's not too late to start that winter project on your scooter. Now is the time if you want to get a custom paint job, upgrade to some chrome or rev up your motor! You want your bike to be ready to go when the weather warms up so you can ride it! Whatever your needs, you can find the right person for the job in this issue of TRMI.

In this issue you will find History of a Motorcycle is back (which has become a favorite series in TRMI), along with Tech Tips, Sudoku, Veteran's Corner and a lot more. Special thanks to Janel Stone of 7 Stone Management, all the monthly contributors to TRMI and our wonderful advertisers~ for you are all what helps make and keep Thunder Roads Magazine of Michigan the #1 FREE Motorcycle Magazine in Michigan! Thank you!

Last month the Biker Friendly character was on page 3, in the picture taken from the awesome class at Northwood University I presented to a couple months ago. See if you can find him this month (larger version found in the Biker Friendly Directory). Be sure to like Thunder Roads Magazine of Michigan on Facebook.



Now for some "Mo" Advice:

The thing about love and life...it rarely goes according to plan.

Jody Mohowitsch



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Jendon estimates a couple of hundred hours went into building the motorcycle. The finishing touch is a picture of Stacy Jendon on the back with the words: "In Loving Memory Of ..."

The Ypsilanti mother died of breast cancer in August 2011 at 35. She is the mother of three young boys who will forever hold her in their hearts. Prior to her death, her husband, Jody, developed a plan for her memorial bike.

Jody told his wife Stacy, that he was going to build a bike to memorialize her after she passes. The youngest boy, Jaxon, refers to it as "mommy's bike".

Jendon, who builds custom motorcycles at his business, Reflections Custom Cycles in Ypsilanti, MI transformed a 2007 Harley-Davidson Street Glide. The paint is a shade he calls "breast cancer pink," and ribbons cover the bike.

"Breast cancer awareness is what it's all about," Jendon said.

He rides the bike often and has taken it to Florida, where he rode 1,100 miles in a week.

"I have yet to go anywhere that I didn't have somebody say, 'Hey, thanks. My mom ... is struggling with it' or something along that line," he said. Breast cancer has touched many lives and Jody's intent is to honor his wife and bring awareness to the disease.

Reflections Custom Cycles is a loyal advertiser of TRMI (See ad page 4)

For more information or to contact Jody Jendon call 734-480-3148 or online at ReflectionsCustomCycles.com or stop by the shop at 273 S. Ford Blvd. Ypsilanti, MI.



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VETERANS CORNER

In last heroic act, man donates organs to fellow veterans

As Army veteran Matthew Whalen was wheeled down the halls of Plaza Fort Worth Medical Center in Texas in his final moments, current and former service members stood at attention in an emotional tribute. His wife, fellow veteran Hannah Whalen, said her final and tearful "I love you." But Staff Sergeant Whalen's heroism continued into the moments past his death as his organs were donated—to two other veterans.

The 35-year-old suffered a massive stroke, he was diagnosed with a hemorrhage in his brain and it was determined he wouldn't recover. The decision was made to take him off life support when it became clear that in his death he could save two others. "That's what Matt deserved," Hannah said of the touching ceremony.

Last survivor of USS Oklahoma dies at 95

Ed Vezey, the last survivor of the USS Oklahoma passed away Jan. 2, 2016. Since moving to Oklahoma, Ed kept busy. He helped establish the memorial for the USS Oklahoma in Hawaii. He's remembered by many for having a huge impact on Oklahoma veterans and the general public.

"He had an incredible sense of what was going on. He was a very intelligent man and you sit back and think about the time you got to visit with him and now he is gone," Scotty Deatherage said. "So those memories are important to us as Oklahomans."

Vezey was serving on the USS Oklahoma when Pearl Harbor was bombed. 429 men died that day. "When it capsized for several days couple of weeks as they were trying to rescue those sailors, they could hear the hammers from the trapped inside to let them know they were still alive. But they couldn't get to them," Deatherage said. "The agony of knowing that those men are going to be there forever, those who survived carried that with them."

Injured Marine Finds His Voice Again With MusiCorps

Marine Lance Cpl. Tim Donley is a gifted musician, but while he was deployed in Afghanistan, a bomb blew up resulting in the loss of both his legs and seriously damaging his right arm.

Donley's injuries were almost too much to bear, especially for a talented singer who loved to play guitar. "After I got hurt, I couldn't even listen to music at all, it was too hard." But now, Donley has found his voice again as part of MusiCorps band of wounded warriors.

MusiCorp is the brainchild of composer and pianist Arthur Bloom. "I was invited to Walter Reed to meet a soldier who was injured in Iraq, he used to play drums, he was blown up by a roadside bomb and he lost his leg," Bloom said. "He was concerned, 'How am I going to play the drums again without my leg?'"

After that meeting, Bloom committed to helping that soldier along with any other wounded warrior who wanted to learn how to play music, and MusiCorps was born. Since then, MusiCorps has grown, and gained the attention of some famous rock stars, including Pink Floyd's Roger Waters.

Waters first played with the MusiCorps band at the 2012 Bob Woodruff Foundation Stand Up For Heroes benefit concert. Since then, the band has played with musicians such as Yo-Yo Ma, Sheryl Crow, and the Kansas City Symphony.

This fall the band rehearsed at Omega Recording Studios in Maryland in preparation for a sold out benefit concert in D.C.'s Constitution Hall.

There, Waters ran the band through rigorous rehearsals. "I don't treat them like wounded guys, I treat them like musicians," Waters said. "And that is why they're so good."

And though the band plays at a professional level, Bloom and Donley, that's just the beginning. The two hope to expand the reach of the music rehabilitation program in the coming years.

For Marine Tim Donley, life is great right now. He recently got married, and is enjoying performing and helping to teach the country a little more about injured service members. "When people let me know that I help them understand a little more about all these guys and what they go through," Donley said. "It doesn't get any better than that."

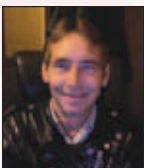
Four Michigan Paralyzed Veterans Receive Specialized Wheelchairs

In Novi, four Michigan paralyzed veterans received some specialized wheelchairs December to help get around the great outdoors a little easier.

ITC Holding, a company that builds powerlines around the state, presented the vets with ATV wheelchairs, which have treads like a bulldozer or a tank.

The vets enjoy hunting and fishing and will be able to cover more terrain with their new wheelchairs. Two of the vets are from Mid-Michigan.

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The Motorcycle Lawyer on THE LAW

Jason's Top Five Motorcycling Bills to Watch This Spring

Here we are in February, well in the clutches of Michigan's deep freeze. While it's highly unlikely anybody is still riding out there (at least not on the roads!), there are lots of things we can do to get ready for the upcoming season. Many people spend the coldest months working on their bikes, looking for new gear, taking safety courses, or planning road trips for the spring. My team and I are preparing for the season too: by watching out for new laws or changes to the law that could affect motorcyclists. This month's article provides a brief review of five Bills we are watching now, and how they could affect motorcycling this year and beyond.

FIVE is House Bill 4853 (HB 4853), which proposes to increase the cost of a motorcycle safety course from "up to \$25" to "up to \$50". In other words, the proposed change could potentially double the cost of taking a certified rider training course offered by any of the following types of agencies: a college or university, a school district, a law enforcement agency, or other government agencies within the state. There are a number of reasons for the change. For example, the original \$25 fee was set in the 1980s, which means it hasn't been updated in over 35 years, in spite of the fact that it now costs more to offer the courses. In addition, the low cost of the course resulted in student no-shows, and the low turn-out makes it difficult to get sponsors to offset the cost of the course. According to the Bill, the course fees would be used "only for funding the administration and implementation of the motorcycle safety education program". I understand that any increase in fees is unfortunate, but this one seems to be reasonable and well thought-out. And, there could be another perk to taking a certified rider training program... (See FOUR). The Bill has been referred to the Senate committee on Transportation.

FOUR is House Bill 4854 (HB 4854), which proposes that the Secretary of State waive the required written test, road sign test, and driving skills test for those people applying for a new motorcycle endorsement (CY), if they have successfully completed a certified motorcycle safety course. To break it down: if you take a motorcycle safety course (approved by the Department), and pass the written and skills tests at the end, you can apply directly for your CY endorsement. This saves a step for applicants and streamlines the process, which seems like a win-win situation to me. This Bill has also been referred to the Senate committee on Transportation.

THREE is House Bill 4651, which proposes to increase the fines for unendorsed motorcyclists, bringing them closer to the fines motor vehicles drivers would pay for a similar offense. Currently, in order to ride a motorcycle legally, you must have a CY endorsement on your driver's license; the cost of this endorsement \$13.50 for the initial endorsement, and \$5 to renew it. In other words, getting a CY endorsement is not cost-prohibitive; there is no good reason not to have one. If HB 4651 passes, it would increase the fine for a first offense from up to \$100 to up to \$500. A first offense could also put the motorcyclist in jail for up to 90 days. If the motorcyclist were to get caught riding without a CY endorsement again, they would face a fine up to \$1,000, or jail time for up to 1 year. I realize this seems like a major increase; the new fine would be up to FIVE TIMES higher than the old fine. But let me put it to you a different way: right now, the cost of a CY endorsement is \$13.50, and the fine for riding unendorsed is \$100, meaning the fine is SEVEN TIMES higher than riding with a CY endorsement. If HB 4651 passes,

the fine for riding unendorsed will go up to \$500... THIRTY-SEVEN TIMES higher than just going to the Secretary of State and getting your CY endorsement. So really, HB 4651 can be seen as one more incentive to get all motorcyclists to get endorsed. Read TWO to see another Bill that is closely tied to this one. This Bill has been referred to the House Committee on Criminal Justice.

TWO is House Bill 4905 (HB 4905), which proposes that 25% of fines collected from unendorsed motorcyclists be diverted into the State's Motorcycle Safety Fund. There is a tie-bar between HB 4905 and HB 4651, which means HB 4905 cannot be enacted into law unless HB 4651 is also enacted. This Bill has also been referred to the House Committee on Criminal Justice.

Finally, **ONE** is Senate Bill 527 (SB 527), which proposes to revoke Michigan motorcyclists' freedom of choice and force all motorcyclists to wear a helmet when they ride, no exceptions; I touched on this Bill in my November article. To recap, SB 527 would undo the 2012 law allowing motorcyclists (and their passengers) to ride legally without a helmet as long as they met certain conditions: they are 21 or older; they carry at least \$20,000 in first-party medical insurance (per rider); and have either had their CY endorsement for two years, or passed a Certified Rider Training Course in order to get their endorsement. Helmetless riding is a hotly debated issue, but personally I believe that negligence on the part of motor vehicle drivers has a much greater role to play in the safety – or lack thereof – of riding a motorcycle. This is not the first attempt to reinstate universal helmet laws, and I would guess that if it doesn't pass, it won't be the last. This Bill has been referred to the Senate Committee of Transportation.

Obviously, this isn't a complete list of all the legislation that could affect motorcyclists this year, but it's a good start. My team and I are always looking for new and relevant information to pass along to our clients, readers, and fans. To get the latest, find us on Facebook (Facebook.com/TheMotorcycleLawyer) or contact writer@lawyerforlife.com to subscribe to our monthly newsletter.

Attorney Jason A. Waechter is a Michigan attorney specializing in the areas of motorcycle and motor vehicle injury litigation as well as Michigan's Motor Vehicle No - Fault Law. Mr. Waechter has collected millions of dollars in settlements, awards and verdicts for his motorcycle clients over the past 20 years. A portion of each case settled goes to educational resources for bikers, funds to help bikers while their cases are being litigated and our motorcycle accident prevention campaign.

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All of the ten senior members of the Board of Directors of the company were called into the Chairman's office one by one until only Bob, the junior member, was left sitting outside.

Finally it was his turn to be summoned. He entered the office to find the chairman and the ten other directors seated around a table. He was invited to join them, which he did.

As soon as he had sat down the chairman turned to Bob looking him squarely in the eye, and with a stern voice, asked, "Have you ever had sex with Ms. Foyt, my Secretary?"

"Oh, no sir, positively not!" Bob replied.

"Are you absolutely sure?" asked the chairman

"Honest, I've never been close enough to even touch her!"

"You'd swear to that?"

"Yes, I swear I've never had sex with Ms. Foyt anytime, anywhere."

"Good, then by process of elimination; you're the one that needs to fire her."

Redneck Security System: When out of town, leave note on door:

Bubba,

Me and Earl went to town for more beer & ammo.

Be back in an hour. Don't mess w the pitts. They got the mailman this morning and messed him up real bad. Don't think Mangler was involved but hard to tell with all the blood. Had to put them all inside house in case cops come. Best to wait outside. Be right back buddy.

Goober

So I finally landed a job as a Smart-Mart Greeter, which is a good find for many retirees, unfortunately I lasted less than a day.

About two hours into my first day on the job a very loud, unattractive, mean-acting woman walked into the store with her two kids, yelling obscenities at them all the way through the entrance.

Per my greeter training manual I said pleasantly, "Good morning and welcome to Smart-Mart." "Nice children you have there. Are they twins?" The ugly woman stopped yelling long enough to say, "Hell no, they aint twins. The oldest one is 9, and the other one is 7. Why the hell would you think they're twins? Do you need glasses, or are you just plain stupid?"

So I replied, "I'm neither in need of glasses nor stupid, madam. I just literally could not believe someone actually slept with you twice. Have a good day and thank you for shopping at Smart-Mart."

My supervisor said I probably wasn't cut out for this line of work.

I think I'll try the mattress store that just opened up down the road.

Booger died in a fire and his body was burned apparently beyond recognition. The morgue needed someone to identify the body, so they sent for his two best friends, Cooter and Gomer. The three men had always done everything together. Cooter arrived first, and when the Mortician pulled back the sheet, Cooter said, 'Yup, his face is burned up pretty bad. You better roll him over.' The Mortician rolled him over and Cooter said, 'Nope, aint Booger.' The Mortician thought this was rather strange. So, he brought Gomer in to confirm the identity of the body. Gomer looked at the body and said, 'Yup, he's pretty well burnt up. Roll him over.' The Mortician rolled him over and Gomer said, 'No, that can't be Booger.' The mortician asked, 'How can you tell?' Gomer said, 'Well, Booger had two buttoholes.' 'What? He had two buttoholes!!?' exclaimed the Mortician. 'Yup, we never seen 'em, but everywhere we went, everybody always used to say: 'There's Booger with the two buttoholes.'

When I was 13, I hoped that one day I would have a girlfriend with big boobs.

When I was 16 I got a girlfriend with big boobs, but there was no passion, so I decided I needed a passionate girl with a zest for life.

In college I dated a passionate girl, but she was too emotional. Everything was an emergency; she was a drama queen, cried all the time and threatened suicide. So I decided I needed a girl with stability.

When I was 25 I found a very stable girl but she was boring. She was totally predictable and never got excited about anything. Life became so dull that I decided that I needed a girl with some excitement.

When I was 28 I found an exciting girl, but I couldn't keep up with her. She rushed from one thing to another, never settling on anything. She did mad impetuous things and made me miserable as often as happy. She was great fun initially and very energetic, but directionless.

So I decided to find a girl with some real ambition.

When I turned 30, I found a smart ambitious girl with her feet planted firmly on the ground, so I married her. She was so ambitious that she divorced me and took everything I owned.

I am older and much wiser now, and I am just once again simply looking for a girl with big boobs.

I was leaving a Valentine's Day party and may have had one too many "lover's martinis". I saw the flashing lights and heard the siren....

Cop: Please turn off the truck and exit the vehicle.

Me: I'm too drunk; why don't you get in.

Happy Valentine's Day All You Loveable Bikers!

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Ace

Bonded with Lily. These two need a quiet home preferably with experienced chi owners.



Ace



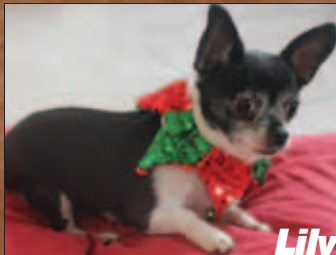
Cyrus

Cyrus

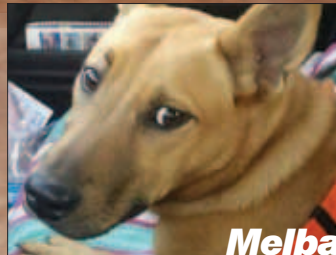
Was found abandoned in the backyard and horrific conditions. Even though he was neglected and abused, this boy is ready to provide years of love and companionship. There is no heart truer.

Lily

Is bonded with Ace and we would like them adopted together. These two should be in a home with experienced chi owners.



Lily



Melba

Melba

Is a 9-month old Corgi Shepherd mix that will make a great companion. Friendly and lovable can be part of your life with this beauty.

Merry

A stray found eating garbage and being kicked by adults in front of a church when she was rescued. She is sweet, and friendly and needs a home to call her own and a family that can appreciate and love her.



Merry



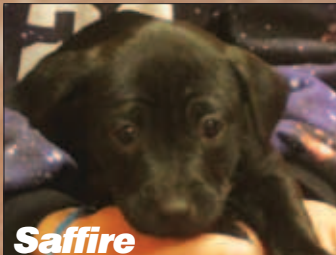
Roxanne

Roxanne

Is a 6-month-old Shar Pei & Lab Mix young girl. Friendly and playful this back beauty will make a great family pet.

Saffire

One of four precious shepherd lab mix puppy girls that is looking for a family to grow up with and love for years to come.



Saffire



Sasha Bell

Sasha Bell

Is a gorgeous green-eyed girl that is looking for someone that will appreciate her independent nature. Shy at first, she will need patience and time.

Shelby

This adorable baby shepherd lab mix girl will be ready for her new home soon. Watch her grow into a wonderful loving family member.



Shelby



Willow

Willow

Is a Shar Pei mix girl that was having a very hard time at the shelter. She is being treated for heartworm. This sweet lady is looking for a place to call home. Can yours be hers too?

Saving Tails Animal Rescue (STAR) is proud to announce that they are a Pets for Patriots partner. We will be featuring a Pet for Patriots - Pet of the Month on our website: savingtailsanimalrescue.org

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Tech Tips By Steve

CHAIN TO GEARS

Gear drive cams are the bomb! However, it can be a challenge to actually find a stock Harley Twincam engine that is within the tolerances to install them without taking the bottom end apart and make the necessary repair to make it true. What the heck am I talking about? Some of you have heard me talk about the chain tensioner problems Harley has, well some people like to get rid of the chain drive totally and switch to gear drive cams to never have to worry about it ever again. Whether you ask me to replace the tensioner shoes, switch to hydraulic tensioners or go to gear drive I always check the crankshaft runout or how much the crankshaft wobbles, and the new bikes can be the worst to be honest ... Harley now states that runout can be as much as 12 thousandth's ... crazy stupid in my opinion. S&S aske's you to be at 3 thousands or less but you can go as far as 5 thousandth's with a special cut gear to allow for the clearance needed with that much runout. I have used both close tolerance and wide tolerance gears and they work great! I love gear drive for the twin cam, low drag and perfect timing, so if you can ... do it!

First thing's first, you have to open the cam chest up and remove the cams to check your runout, pretty easy day! We are going to do a S&S 509G gear drive on Ernest Lello's 2001 fuel injection Road King, this cam is a great option for this particular bike giving it much better response and performance with no valve spring worries and little to no tuning needed.

Timing cover off and about to take the timing chain off and the cams out.



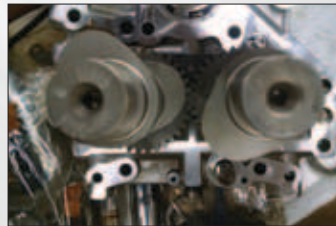
Pushrods cut and removed (I use adjustable pushrods so there is no need to take the rocker boxes off) Cams out and you are looking inside the cam chest with the oil pump still installed. I take the oil pump off to check the runout and always...always replace the oil pump o-ring!



With the plate and gauge installed check how much total runout the crankshaft has, if it is within tolerance you can go to gear, if not you have to use chain drive

or take the bottom end apart, get the cases line bored, crank balanced and trued with crank pin welded and new crank bearings (which is all needed on the newer bikes in my opinion) it is a bit of cash but so worth the benefits when making some fun horsepower and getting rid of some vibration too.

Our bike was just under 3 thousandths so we are good to go for gear drive cams!



New gear drive cams installed onto the cam plate. With new inner bearing installed into the engine cases and outer cam bearings into the cam plate too.



New crank to cam drive gears installed after installing the oil pump and cam plate. Note that you do not have to take the chain tensioner mounting pins out of cam plate. All timed correctly and ready for the cam cover, install the adjustable pushrods, exhaust and accessories then it is time to fire it up!

I will tell you the front exhaust pushrod is the one people usually don't get adjusted correctly so if you get a ticking, check that one first.

We fired it up and all went well, took it out for a test ride (COLD!), look for leaks. Now you're ready to ride your new gear drive monster!

Thanks for reading! Take care all of you great people and God Bless you!

Steve

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WEST SIDE STORY

*Greetings All
& Welcome
to our monthly
article in
Thunder
Roads
Michigan.*

BY Tom Shields



Well we're in that funky part of the year, February/March time frame, holidays are over, good riding weather is still a couple months away; the winter doldrums start to set in! One has to really work at staying focused on something; otherwise it is way too easy to become a couch potato!

Annette, my lovely bride, works for an accounting firm so she is in the busiest time of her job, the dreaded tax season!! Another reason I need "projects" to keep me busy. As I mentioned in a previous article, it is a good time to work on the bike, add extras or spruce it up however you like. If that's not in the cards and you're not a big winter outdoors type of person then it's a good time to tackle the honey do list.

Typically that is what I focus on, but things are little different around the Shields household this winter. We just put our home of 14 plus years up for sale and are embarking on a new adventure. We have some land up in the northern part of Muskegon county and are beginning the project of having a home built! It is both exciting and a little scary! But this will be it for us, even though we are still a number of years away from actual retirement; this will be our retirement home.

So instead of working on projects around the old homestead, I will be busy the next couple months packing up the "stuff" we don't use on a regular basis and moving it to a storage unit. Let me tell you, one gets a lot of "stuff" stored all over the house in 14 some years! Plus, if the house should sell quickly we will be looking for temporary lodging in a local apartment complex. That will be interesting! Personally I am not a big fan of apartment living, but that will be a small sacrifice to pay for the end result!

So, what's going on here on the Westside of the state in February? Well here are a few items for your consideration:

Through the end of the month both Hoffmaster State Park and Ludington State Park offer winter snowshoe hikes. Hikes are held every Saturday during the month, reservations are required. Visit www.michigan.gov/gogetoutdoors for more information.

Restaurant week is happening in Grand Haven the 19th through the 27th. Participating venues will be offering \$8.00 lunch and \$15.00 dinner specials. More information can be found by calling (616) 844-1188.

Pentwater will have a Winterfest February 13th through the 20th. There is a whole list of fun things to either take part in or just watch. More information is available at their Facebook site or www.Pentwater.org.

Oh and don't forget your valentine on February 14th!!!

Well that's it for now!! Safe riding, get out and enjoy!

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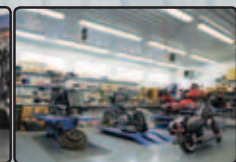


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Build your own dreams, or someone else will hire you to build theirs. ~ Farrah Gray
The battles that count aren't the ones for gold medals. The struggles within yourself—the invisible battles inside all of us—that's where it's at. ~ Jesse Owens
Education costs money. But then so does ignorance. ~ Sir Claus Moser

The Cold by Ranger Rick
The deep throws of winter surround me. A winter's night, cold, and quite, still. How many more still cold nights must I endure before I feel the warmth of the coming summer sun upon my face? The sun that takes my long winters thoughts of remorse and replaces them with the healing warmth which melts my wounds, and sorrows away. The sun which dries the earth, and moistens my brow. The sun which releases me to the freedom of a ride down a well paved road. I sit and wait, watching the night. The windless, still silent night. Life will come again, when warmth returns. I wait.

Fun Facts
About 70% of Americans who go to college do it just to make more money. [The rest of us are avoiding reality for four more years.]
An iguana can stay under water for 28 minutes.
Bubble gum contains rubber.

WE AT THUNDER ROADS MAGAZINE WOULD LIKE TO SAY





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	6			3			
2	8		3			1	9
			8		1		
3		7			6		4
				1		8	
					3	7	2
6	3					9	

3	9				2		6
	5			8	6		
2							3
	3		7				
		1		6		8	
					1		9
4							7
			4	3			5
8			6				3

7	9					3	
					6	9	
8				3			7
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		5	4	1	8	7	
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		9				5	4

				6		7	
	7		9	4		3	
4							1
3		6					
		2	8		1	9	
						1	5
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	3		5		8		9
5		4					

8			4		6		7
						4	
	1					6	5
5		9		3		7	8
				7			
4	8			2		1	3
	5	2					9
		1					
3			9		2		5

Each Puzzle has 9 boxes. Each box has 9 squares. Write numbers 1-9 in the squares without repeating the same number from side to side, top to bottom or within the same box.

Winner Last Month

Jim Mullins
of Texas

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Biker Preacher's Corner

I know, I know it's February! Typically, I write something about the main holiday of the month, specifically, during the winter months. This month, I want to make a little twist on Valentine's Day and talk about brotherly love.

The Bible says in Romans 12:10 “Show family affection to one another with brotherly love. Outdo one another in showing honor.”

What I'm talking about here is how we Christians, specifically; are to care for each other and show brotherly love toward one another – as brothers and sisters in Christ. But, we cannot stop there, we must love those that do not, yet, know Christ. Listen, the world is waiting for us, Christians, to be what Christian means... Christ-Like ones.

So many times, I've seen Christians divided along denominational lines, what I call 'demonations'. One group won't hangout with or work with another and even worse, they tend to talk smack and spread lies about each other. My brothers and sisters this should not be!!!

I've also seen this error within many motorcycle ministries. One M/M won't work with any other because they think they're the best of the best and that they don't need anyone else. This, my brothers and sisters, is pride and does not accomplish what God has called us all to do, love the lost and lead them to Christ.

1 John 4:20 says “If anyone says, “I love God,” yet hates his brother, he is a liar. For the person who does not love his brother he has seen cannot love the God he has not seen.”

I hope you're picking up what I'm putting down here... This disunity and dishonor is doing nothing to carry out what Jesus said we are to do... “I assure you: The one who believes in Me will also do the works that I do. And he will do even greater works than these, because I am going to the Father.” John 14:12.


Also, as I've written about before, this is not being in unity as we're called to be as John 17:21 shows us “May they all be one, as You, Father, are in Me and I am in You. May they also be one in Us, so the world may believe You sent Me.”

Listen, Jesus is coming and we've got a lot of work to do. People need Jesus!! Not another religion and for those that have not heard me preach on this, God is not in religion! He is only found in relationship and that is only through and by Christ Jesus.

So brothers and sisters in Christ, let's look past our petty differences and focus on the main fact that **Jesus is Lord**. Let's love one another as Christ loved us first and together go love the unlovable, letting the light of Christ shine through us all.

Much love and respect,

Apostle Brian “BMAN” McKay
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TRIM EVENTS CALENDAR 2016

Don't forget to email your events to editor@thunderroadsmichigan.com
Bike Nights listed **ONLY** on ads in each issue.

FEBRUARY

February 7
1st Annual Muskegon Motorcycle Swap Meet
Muskegon, MI. Bikes, parts, leather, food & beer. For more info go to paragonspromotion.com (See ad this issue).

February 10
Customer Appreciation Night
Perry HD, Kalamazoo, MI. 5:30- 7pm, prizes & giveaways, free pizza til it's gone, register to win \$150 gift card. For more info call 269-329-3450 (See ad this issue).

February 13
Performance Workshop
ABC HD, Waterford, MI. Noon0 1pm, free lunch & learn, 1 lucky attendee wins a \$100 gift card. For more info go to abcharleydavidson.com (See full page ad inside front cover)

February 13
LED/Boom Audio Workshop
Motorcity HD, Farmington Hills, MI. Noon. For more info go to motorcityharley.com (See full page ad this issue).

February 20
Boom Audio Workshop
Biker Bob's HD, Taylor, MI. 2 pm. To RSVP for your spot call 734-947-4647. For more info go to bikerbobshd.com (See 2 page ad spread this issue).

February 21
Detroit Area Swap Meet
Suburban Collection Showplace, Novi, MI. 10 am- 4 pm, \$8 pp, 12 & under free, bikes, parts, leather, jewelry, patches, accessories. For more info call 989-225-1244 (See full page ad this issue).

February 25
Blackout Your Bike Workshop
Town & Country HD, Cement City, MI. 5 - 7 pm, highlighting products to drop your bike over to the Dark Side, including black front end kits, suspension kits & accessories. For more info go to cementcityharley.com

February 25
HD First Responders Event
Town & Country HD, Cement City, MI. 6 - 8 pm, our way of thanking current & former Military, Police, Fire & EMS Personnel, free food & drink, door prizes, dealership & museum tour. All first responders can learn to ride for free. For more info go to cementcityharley.com

February 26-28
64th Annual Meguirs Autorama
Cobo Center, Detroit, MI. \$19 general admis, \$6 kids 6-12 yrs. For more info go to autorama.com

February 27
Cabin Fever Party
ABC HD, Waterford, MI. 11 am- 3 pm, free food, best lumberjack & beard contest, chance to win \$500 in gift cards. For more info go to abcharleydavidson.com (See full page ad inside front cover).

MARCH

March 3
HD First Responders Event
Tecumseh HD, Tecumseh, MI. 5 - 7 pm, our way of thanking current and former Military, Police, Fire & EMS Personnel, free food & drink, door prizes, all first responders can learn to ride for free. For more info go to tecumsehhd.com

March 18-19
Pig Fest
Ramada Lansing Hotel & Conference Center, Lansing, MI. \$35 pp, entertainment, 50/50, door prizes & more. For more info go to harleyrider.net (See ad this issue).

March 19
Collection Kits/Trim Workshop
Biker Bob's HD, Taylor, MI. 2 pm. To RSVP for your spot call 734-947-4647. For more info go to bikerbobshd.com (See 2 page ad spread this issue).

March 19
Monster Energy AMA Supercross
Ford Field, Detroit, MI. \$15 admis, doors open 12:30 pm, race starts at 6:30 pm. For more info go to supercrosslive.com/tickets

March 19-20
9th Annual Custom Motorcycle Show & Expo
Gibraltar Trade Center, Mt. Clemens, MI. Sat 10-8, Sun 10-6, \$7, 12 & under free with adult, bike show, dealers, equipment, leather, apparel, accessories, bikini contest & more. For more info go to gibraltartrade.com (See full page ad this issue).

March 20
43rd Annual Kalamazoo Motorcycle Swap Meet
Hastings, MI. Bikes, parts, leather, food & beer. For more info go to paragonspromotion.com (See ad this issue).

APRIL

April 2-3
Detroit International Bikeorama
Cobo Center, Detroit, MI. Ultimate build competition \$10k, prizes, trophies, vendors, massive swap meet, bikini contest & more. For more info or vendor info go to detroitbikeorama.com (See full page ad this issue).

April 10
36th Annual Grand Rapids Motorcycle Swap Meet
DeltaPlex Arena, Grand Rapids, MI. 10 am - 4 pm, buy-sell-trade, bikes, parts leather, food, beer. For more info go to grandrapidsmotorcycleswap.com (See ad this issue).

April 24
Birch Run MotorCycle Swap Meet
11600 N. Beyer Rd. Birch Run, MI. 10am-4pm, \$6 & free parking, over 400 vendors with motorcycles, parts, accessories. Vendor spots only \$40.00 for used parts vendors. For more Info call Bubba 989-893-5187 or email bubba@bubbastricitycycle.com

LOOKING FARTHER AHEAD

***Mark Your Calendars for May 1 for the 32nd Annual Peotone (IL) Motorcycle Swap Meet.** For more info go to paragonspromotion.com (See ad this issue).

***Mark Your Calendars for May 29 for the 28th Valpo-Fest Motorcycle-Car Show & Swap, Valparaiso, IN.** For more info go to paragonspromotion.com (See ad this issue).

***Mark Your Calendars for June 9-11 for the 28th Annual Sandy Corley Memorial Run, The Double JJ Resort, Rothbury, MI.** For more info or vendor info go to sandysharley-davidson.com

***Mark Your Calendars for the 30th Annual Wetzelland Bash.** For more info go to wetzellmc.com (See ad this issue).

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To get your event listed in Thunder Roads Magazine and on our web site, send the information to:
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Event information must be received prior to the 10th of the month preceding the event month to be posted in the magazine.

Remember to call ahead before planning to attend any event as the information/dates may change.

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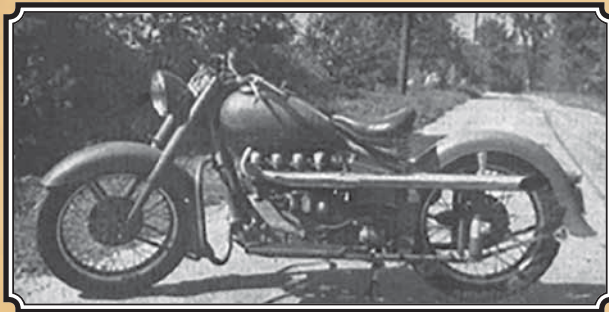
HISTORY OF MOTORCYCLES:

Part 7

September 1, 1939 marked the start of World War II. World War II is often said to be the hey-day of the military motorcycle, but it was actually a time of reduced combat roles compared to World War I. Motorcycles would continue to play a role in supporting the Allied troops, just as they

had in the First World War, however, the capacity at which motorcycles participate in the war are different this time. Still valuable for courier duties, scouting, and reconnaissance motorcycles would need some improvements this go-around if they were to remain useful to the military. Two key players would remain prominent in the American motorcycle industry during the war, Indian and Harley-Davidson. These two were at war themselves, but would none the less make advancements to their production lines and serve the Allied forces well.

The Allied troops discovered early in the war that their motorcycles were technologically behind when compared with captured German motorcycles. So what does one do in this situation? Well, you keep the captured bikes and send them back home of course. The motorcycles were dismantled and reverse engineering was used to recreate the modern motorcycle for ourselves. In the 1930's and 40's the advanced engineering seen in the BMW motorcycle was unprecedented. Basically, to an American engineer at the time, the idea of a shaft drive and telescoping forks was a little like approaching the concept of teleportation today, we can envision the idea, but have a snowball's chance in Hell of actually creating it. But that's stealing you may say, .but such is the product of war. And what



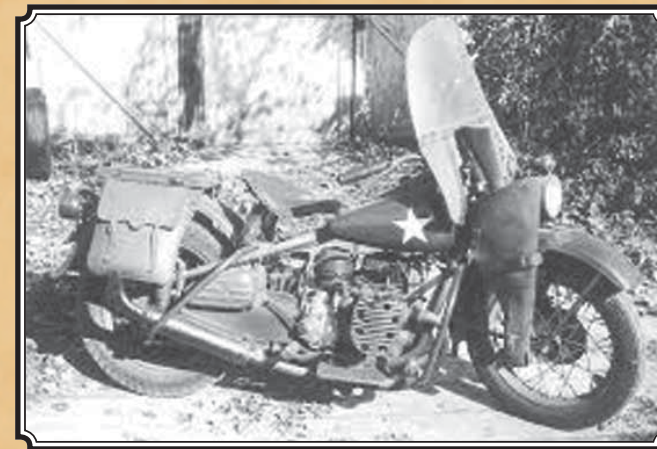
the hell, we got some damn good scooters out of the deal.

So, first up is Harley-Davidson. Usually leading Allied convoys in recovered territory was "The Liberator", also known as the

H-D WLA. First produced in 1940, the WLA underwent several modifications in order to better serve the Allies. Due to logistical needs the air filter was replaced with an oil-bath air cleaner for ease of maintenance. Rather than have to stock replacement filters, the rider could in essence "freshen up" his filter by adding

regular motor oil. The crank case was also redesigned to reduce water intake so that the motorcycle could reportedly ford sixteen inches of water without stalling out. So what exactly IS the WLA? W is indicative of the family of motorcycle, this being the newest incarnation at the time, a 45 cubic inch

flathead. L indicates "high compression"; in the usual H-D scheme (the "low compression" W model was only briefly available). A is for Army. H-D would similarly produce a slightly different model with big twin parts for the Canadian military. The WLA was



originally produced in small numbers for general military expansion, but would reach nearly 90,000 produced by the close of the war. The WLA sported a springer front suspension with a side-valve design engine, used for its dependability rather than power, and would remain in production until 1973 in the Servi-Car. The Harley-Davidson WLA would become THE iconic United States military motorcycle of World War II.

At the same time Harley was hard at work, Indian was also mass producing two-wheeled assistance for the troops. During World War II Indian made a de-tuned Sport Scout for Allied Army called the 640. The 640 embodied a 750 cc/45 cubic inch power plant. 6 referred to the model and 40 to the year of manufacture (i.e. a 341 is a 1941 Indian Chief). In addition to the 640, Indian made many model 741's. The 741 was a 30.50 cubic inch/500 cc model. This model lacked greatly in the speed department, but was extremely reliable. In fact, many have survived across the pond. The 500 cc model earned its own nickname, several in fact. The military referred to them as the 741b, while civilians called them "thirty-fifties", "Junior Scouts", or "pony Scouts". Indian Chiefs were sold to the United States Army, in addition to the Australians, Canadians, and the French military.

So what ever happened with that intel we received in the form of confiscated BMWs? Well let me tell ya a little about that. Harley incorporated the engine, forks,



and shaft drive design exactly from the BMW design, resulting in the XA. The XA was a two-wheeled machine far superior to any American motorcycle in production at the time. Indian also took a thing or two from the krauts and created its own



advance military machine, the 841 (complete with a hand clutch and foot shift). But beyond the 841, Indian developed in their factory a secret factory prototype; prototypes that came to be known as the Experimental Fours, that were rarer and much faster than the 841. In 1941 Indian completed its Indian Four prototype. It was an awesome 800 cc OHV Four engine, and used the 841 frame, while adding one more advancement; a shaft drive. So why weren't these modern marvels more popular? Well, unfortunately, JEEP began production of military vehicles, which were ultimately deemed more efficient by the military, and only about 1,000 each of Harley-Davidson and Indian's futuristic bikes were ever manufactured.

So what happened post war to the nearly 180,000 motorcycles produced for and/or used in the Second World War? Old bikes like these aren't exactly the easiest to come by. Well, those troops had developed affection for two-wheeled travel and the attraction to motorcycles was spreading far and wide. Story has it that demobilized troops began buying cheap military surplus motorcycles after returning home. The only problem with the military issue bikes?? You guessed it, awkward windshields, ammunition racks, and unnecessary bags. So what did these inventive Vets do with their less than desirable surplus purchases? Well they chopped off everything they didn't want, and revamped their motorcycles into the bikes of their dreams. And another birth has occurred in the motorcycle history family, the birth of the "chopper" and the eventual rise of "Biker" culture in the 1950's. Looks like the perfect place to start snooping around next time.



Melanie Schwarte
~ Thunder Roads Magazine of Iowa



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~ AULD LANG SYNE

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Whether from accident, illness, or old age we remember our lost brothers and sisters who rode, served, and shared our collective run on the road to protect our right to live, and die, in the life we have chosen. It is a fine thing, and a pleasant thing, to reflect upon those old friends. Chuckling, at the crazy, fun times remembered, proud, of the rides and stands made together in defiance of tyranny. Solemn, with the stark reality that it is the past.

But we carry on. We make the runs, we work the events, we hang the signs and teach the classes. We meet often and regularly. And we have a good time with each other, because we care about each other. Across this state we know when someone marries, is sick, divorces, moves away, is hurt, dies, or is in need. We pray, help, cheer, and otherwise do what needs doing.



We take pride in our non-exclusivity. Literally anyone is welcome into the fold. The only requirement to be a brother or sister in this organization is to be a brother or sister in this organization. It does however become quickly apparent that we have expectations and goals. And what drives us is not quite about beer, appearances, and status. We are bikers, and we pull from across the entire gamut of that world, but we are all freedom fighters to one degree or another. It is an uncomfortable seat amongst us I think for the uninvolved, unwilling, or anyone who is there to be entertained without effort and contribution.

You have to have a taste for a bit of defiance, and a willingness to endure the attention brought by standing up to power.

We have few passive, apathetic; head in

the sand, long term abate members. But, encouragingly, we do have new, young, and interested members with the love of freedom in their veins.

So a tip of the cap and mug to those who were, to those who are, and to those who will be. May our biker spirit never die.

Coming together is a beginning; keeping together is progress; working together is success. ~ Henry Ford

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As we, the Founders, in deciding who is bestowed the Annual Publisher of the Year Award, there are so many factors that go into the determining process. It's never a simple cut and dried decision. It's a vigilant, watchful monthly evolution. We are so proud to have such key Publishers as Terry and Stan of Thunder Roads NorCal in TEAM THUNDER! Toni & Brian: Founders Thunder Roads Magazine

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