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CORRECTION

MARCH 2013 PULL-OUT CALENDAR CREDITS:
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 In Memory of Bill Clyne -Top to Bottom Perfomance

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THUNDER ROADS MAGAZINE OF MICHIGAN

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Get Ready!

Well folks, spring is right around the corner. Thankfully, I was able to escape the cold for a quick trip to Daytona for Bike Week. It's a lot of hours hauling that trailer there and back, but to be able to ride in that warm air was worth it! I will share some pictures from there with all of you... look for them in an upcoming issue.

This month, we are featuring the Victory Cross County. I hope you enjoy this feature as well as the other great stories we have for you. Something new this month is Biker Preachers Corner. BMAN has written a brief article on being brotherly towards one another. He is the president and founder of Victory Biker Church. What a great guy to talk to! Also, we all like pictures and we have plenty of those for you as well to enjoy!

The orders are already coming in for those Thunder Roads T-shirts and Hoodies! Make sure to get yours to show your support for the ONLY #1 free to readers MOTORCYCLE magazine in the state. Please be sure to patronize our advertisers and let them know you saw them in Thunder Roads. The only way it is free is because of their support so please be sure to support them as well. Don't forget to check us out on Facebook and make sure to download the NEW Thunder Roads App! Last month the TRM wheel was on page 23, top left photo of Ron Finch. Can you find it this month?

I also would like to say Happy Birthday to my daughter Emilee who turns 7 years old this month! She reminds me of a little me - what a spitfire!

Thank you for continuing to make Thunder Roads Magazine the #1 Free to Readers Motorcycle Magazine in Michigan!

Now for some "Mo" Advice: Everything happens for a reason. You may not know why you are going difficulties or being challenged with life's uncertainties at the time, but down the road you will realize that it all prepared you for exactly where you were meant to be.



Jody Mohowitsch





FACTORY FEATURE VICTORY CROSS COUNTRY



106 CUBIC-INCH FREEDOM® V-TWIN

The Victory® Freedom® 106/6 V-Twin is a 106-cu. in. powerplant that pumps out 106 ft-lb of arm-straightening, street-churning torque. It's a counter-balanced, fuel-injected engine that delivers impressive performance for riders who like to lead, not follow.

6-SPEED TRANSMISSION WITH OVERDRIVE

A Cross Country rider enjoys smooth shifting and the best cruising on the open road in 6th gear, which is a true overdrive. Helical-cut gears ensure that each shift is smooth and easy, and neutral assist makes it easy to slip into neutral at stops.

ABS BRAKES

In all conditions, the Victory Anti-Lock Brake System on the Cross Country provides riders with peace of mind. When traction is compromised, it immediately and automatically provides reliable braking to help a rider stop quickly and under control.

CRUISE CONTROL

Out on the open road, go ahead and activate the cruise control for an easy, relaxed ride. This automotive-quality cruise control is easy to activate and set, and it reliably maintains the desired speed. To de-activate it, simply press "Off" or engage the clutch lever or either brake.



560-LB TOTAL LOAD CAPACITY

The Cross Country is ready and rated for 2-up riding with any cargo needed for a crosstown run or overnight trip. It has the power, cargo space, comfortable seating and adjustable air shock rear suspension so one or two riders enjoy the best in cruising.

21-GALLON STORAGE

Roomy, convenient, weatherproof and lockable. The Cross Country saddlebags set high new standards for carrying riders' essential gear. Cross Country saddlebag lids can be opened easily with one hand, they latch securely, have weather-proof seals and are lockable.

4.7 INCHES OF REAR SUSPENSION TRAVEL

Sometimes the open road gets a little rough, so it's great to have the 4.7" of smooth travel provided by the Cross Country rear suspension. The air shock is easily adjusted using a hand pump so the suspension delivers a consistently smooth ride for one or two riders, with or without cargo on board.

OPTIONAL LOCK & RIDE® TRUNK

Put the color-matched Lock & Ride® Trunk at the top of your accessories list. Victory-exclusive Lock & Ride technology means this trunk can be installed or removed in minutes – without tools! The trunk provides copious cargo space, a padded passenger backrest and two audio speakers.

KICKER® PREMIUM SPEAKERS

The fairing features an integrated audio system with KICKER® Premium speakers that deliver powerful, crystal-clear sound to enhance every ride. AM/FM/Weather radio is standard, along with an auxiliary cord to use your MP3/iPod® as your music source. This premium audio package is standard on Nuclear Sunset, Sunset Red and Anti-Freeze Green with Black Flame models.

ZACH NESS CROSS COUNTRY

The motorcycle that breakthrough custom builder Zach Ness built and rode to Sturgis last year is now available as a limited-edition bagger. The Zach Ness Victory Cross Country bagger motorcycle features the smooth style and daring attitude Zach brings to the streets, with custom paint and graphics, Ness accessories and the pumpin' audio system Zach demands.

EACH BIKE NUMBERED & SIGNED

This exclusive, limited-edition model has a numbered metal badge on the case that includes graphics of the Zach Ness logo and signature.

FREEDOM® 106/6 DRIVETRAIN

The ideal complement to this bike's incredible Zach Ness style is genuine Victory performance. The smooth and powerful 106-cubic inch Freedom® V-Twin serves up 106 ft-lb of torque, and the 6-speed transmission has true overdrive for the smoothest highway cruising.

ZACH NESS CUSTOM SUEDE PAINT

The stylish Titanium Metallic paint is what Zach had on his personal Cross Country last summer. Add the unique graphics Zach designed and the striking paint scheme coordinates perfectly with the bike's custom treatment.

BLACKED-OUT NESS HANDLEBARS

The Ness custom handlebars enhance the driver experience by creating a comfortable, in-control riding position. Handlebars are a focal point of a bike, and these blacked-out bars look great in Zach's custom scheme.

BLACKED-OUT ENGINE/EXHAUST/TRIM

Zach gave the bike's trim an understated, blacked-out finish to put the focus on the custom paint and graphics. Blacked-out features such as the engine, exhaust and saddlebag trim look great on this bike.

CUSTOM NESS FORGED HIGHWAY BARS

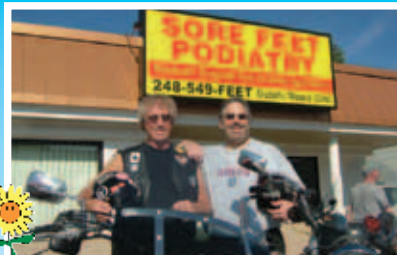
When Zach Ness styles a bike, nothing stays stock, including the forged highway bars, which he has given a special styling treatment that coordinates with the bike's complete customization.

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The Motorcycle Lawyer on THE LAW

Wire Highway Barriers: Cheese Graters for Motorcyclists

A highlight of my January was speaking with the Tri-County HOG chapter at Great Lakes Harley Davidson in Bay City, Michigan. After my speech about the present motorcycle laws in Michigan there was a question about the wire highway barriers that the state of Michigan is using now in greater frequency than they have in the past. That question prompted me to write about these barriers in this article.

What is a wire highway barrier? Also called median cable guardrail—it is comprised of cable rope made of steel wire that is mounted on posts that are driven into the ground. The idea is that the wire barrier prevents a vehicle that has left the roadway from striking another vehicle and creating a more dangerous situation. The barrier stops or reduces the speed of the impacting vehicle. It is usually installed in the grass between opposite traveling express ways. The barrier is meant to stop or deflect, say a car that left the road and was heading across the median and would hit another car in a head-on impact.

The Michigan Department of Transportation's information pamphlet entitled, "Cable Guardrail in Michigan, Making State Highways Safer" tells us that the increased use of wire highway barriers started in 2008 when Michigan installed 280 miles of cable guardrail at a cost of \$40 million. MDOT claims that cable barrier is the most cost-effective safety barrier available costing about \$13 per foot where this regular steel guardrail cost \$30 per foot and concrete barriers costing \$80.

MDOT expects the cable guardrail systems to save 13 lives and additionally prevent just over 50 injuries that incapacitate motorists. MDOT maintains that cross median crashes are more deadly, in fact, three times more deadly, than other freeway crashes. It suggests that the cable guardrail system is expected to reduce cross median crashes by approximately 90%.

However, the wire barriers have also caused damage. Newspaper reporter, Aaron Aupperlee of the Kalamazoo Gazette reported in his 2010 article that a Michigan State Police Sargent who was also an accident reconstructionist stated that the barriers have prevented three or more vehicles from crossing over the median and hitting on-coming traffic in slippery weather. However, he also reported there were many more crashes into the barriers from vehicles sliding off the roadway.

Impact to motorcycles: Certainly motorcyclists benefit from other vehicles being stopped from crossing the median and hitting them—the motorcyclist. But obviously the concern is that these wires present a more serious risk of severe injury and even death to a motorcyclist. Some motorcyclists refer to these wire rope barriers as "widow makers." I have heard talk that if a motorcyclist hit one of these barriers there would be a 'cheese-grater' effect.

Safety options are possible for the wire barriers. One includes covering areas of the wire rope with an impact-absorbing plastic.

Australia, Canada, Sweden, and other European countries have used the wire barriers longer than the USA. Rob Chadbourne of South Australia was quoted by another journalist as saying, "It needs to be covered with plastic or another material, so if motorcyclists do come off their bikes, instead of sliding through the wire, they slide along it."

The only study I found on point on this issue was: MOTORCYCLE IMPACTS INTO ROADSIDE BARRIERS – REAL-WORLD ACCIDENT STUDIES, CRASH TESTS AND SIMULATIONS CARRIED OUT IN GERMANY AND AUSTRALIA by Berg, Rucker and Grzebieta, Zou Paper Number 05-0095.

Here is a relevant and interesting quote from it: Simulations of the wire rope barrier collisions showed that regardless of angle or speed it is unlikely that the motorcyclist will clear the barrier cleanly. In many cases the motorcyclist's extremities became caught between the wires. This results in the rider being subjected to high decelerations and high injury risk secondary to impacts with the road.

In all the simulated wire rope barrier collisions, the wires guided the motorcycle into the posts leading to heavy contact with the post. The motorcycle and the rider were subjected to large decelerations because of this snagging effect

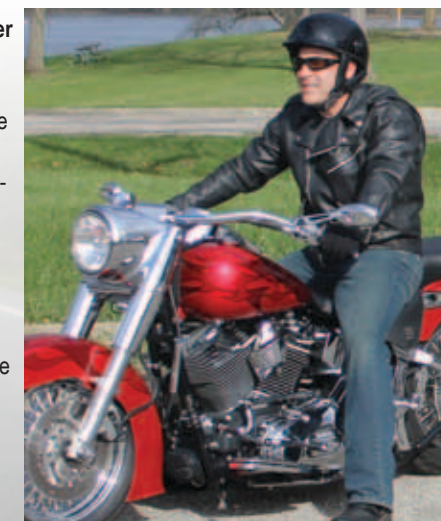
This writer's research found that the State of Michigan has outweighed the cost of non-motorcycle vehicle benefit against potential motorcyclists harm. It decided against the motorcyclists—more wire barriers are being installed. They are on the rise.

I asked motorcycle safety instructor Gary Lewandowski about riding next to these wire guard rails. Gary advised that you should always have '360 degree awareness' which includes identifying hazards. He continued, "Part of safe riding involves having an escape route if and when a situation arises. Your escape route must factor in the wire guardrail as a very serious hazard. Every situation is different."

Perhaps expert Lewandowski's immediate utterance is tell-tale. Within five seconds of our conversation, I mentioned "wire guard rails." He interrupted and blurted out, "I just shutter when I see them."

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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VETERANS CORNER



Do you have a service-connected disability and need a vehicle modified to operate it?

Read the following to see if the VA can help you. For more info from the VA see <http://www.prosthetics.va.gov/AAE.asp>

Can a Veteran Receive Financial Assistance From VA to Purchase an Automobile?

Yes. Financial assistance, in the form of a grant, is available to purchase a new or used automobile (or other conveyance) to accommodate a veteran or service member with certain disabilities that resulted from an injury or disease incurred or aggravated during active military service. The grant may also be paid, if disabilities are a result of medical treatment, examination, vocational rehabilitation, or compensated work therapy provided by the Department of Veterans Affairs (VA).

The grant is paid directly to the seller of the automobile for the total price (up to \$18,900) of the automobile. The veteran or service member may only receive the automobile grant once in his/her lifetime.

What Disabilities Must You Have to Qualify for the Automobile Grant?

A veteran or service member must have one of the following disabilities to qualify for the automobile grant:

- loss, or permanent loss of use, of one or both feet
- loss, or permanent loss of use, of one or both hands, or
- permanent impairment of vision in both eyes to a certain degree

Does VA Pay to Adapt a Vehicle?

Yes. Those qualified for the automobile grant, and veterans or service members with ankylosis (immobility of the joint) of one or both knees or hips resulting from an injury or disease incurred or aggravated by active military service may also qualify for the adaptive equipment grant.

Adaptive equipment includes, but is not limited to, power steering, power brakes, power windows, power seats, and special equipment necessary to assist the eligible person into and out of the vehicle. Contact should be made with your local VA medical center's Prosthetic Department prior to purchasing any equipment.

The adaptive equipment grant may be paid more than once, and it may be paid to either the seller or the veteran.

How Can I Apply for an Automobile and/or Special Adaptive Equipment Grant?

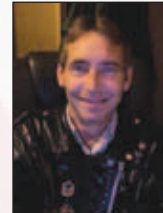
You can apply for the automobile and/or the special adaptive equipment grant by completing VA Form 21-4502, Application for Automobile or Other Conveyance and Adaptive Equipment and submitting it to your local VA regional office. The instructions on the VA Form 21-4502 contain a list of adaptive equipment that has been pre-approved for particular disabilities.

Note: After you complete and submit Section I of the application, the VA will complete Section II and return the original to you. You are responsible for

obtaining the invoice from the seller, updating Section III, and submitting the form to your local VA regional office for payment.

If you are entitled to adaptive equipment only (i.e., service connected for ankylosis of knees or hips) you should complete VA Form 10-1394, Application for Adaptive Equipment – Motor Vehicle and submit it to your local VA medical center. Additionally, VA Form 10-1394 should be completed for approval of equipment not specified on the VA Form 21-4502.

David McCallister "Possum"
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A farmer ordered a high-tech milking machine. Since the equipment arrived when his wife was out of town, he decided to test it on himself first. So, he inserted his "manhood" into the equipment, turned on the switch and everything else was automatic.

Soon, he realized that the equipment provided him with much more pleasure than his wife did. When the fun was over, though, he quickly realized that he couldn't remove the instrument from his 'member'.

He read the manual but didn't find any useful information on how to disengage himself. He tried every button on the instrument, but still without success. Finally, he decided to call the supplier's Customer Service Hot Line with his cell phone "Hello, I just bought a milking machine from your company. It works fantastic, but how do I remove it from the cow's udder?" "Oh, don't worry," replied the customer service rep, "The machine will release automatically once it's collected two gallons. Have a nice day, now."

When John and Mary first got married John said, "I am a sex addict and I'm putting a box under the bed to help control my addiction. You must promise never to look in it." In all their 30 years of marriage Mary never looked. However, curiosity got the best of her and she lifted the lid and peeked inside. In the box were 3 empty beer cans and \$81,874.25 in cash. She closed the box and put it back under the bed. Now that she knew what was in the box, she was really curious as to how? That evening they were out for a special Anniversary dinner. After dinner Mary could no longer contain her curiosity and she confessed, saying, "I am so sorry. For all these years I kept my promise and never looked into the box under our bed. However, today the temptation was too much and I gave in. But now I need to know why do you keep the 3 beer cans in the box?"

John thought for a while and said, "I guess after all these years you deserve to know the truth. Whenever I was unfaithful to you I put an empty beer can in the box under the bed to remind myself not to do it again." Mary was shocked, but said, "Hmmm, I am very disappointed and saddened by your behavior. However, since you are addicted to sex, I guess it does happen and I guess 3 times is not that bad considering your problem." John thanked her for being so understanding. They hugged and made their peace.

A little while later Mary asked John, so why do you have all that money in the box? John answered; "Well, whenever the box filled up with empty cans, I took them to the recycling center and redeemed them for cash".

A sweet grandmother telephoned St. Joseph's Hospital. She meekly asked, "Is it possible to speak to someone who can tell me how a patient is doing?"

The operator said, "I'll be glad to help, dear.

What's the name and room number of the patient?"

The grandmother in her weak, tremulous voice said, "Norma Findlay, Room 302."

The operator replied, "Let me put you on hold while I check with the nurse's station for that room."

After a few minutes the operator returned to the phone and said, "I have good news. Her nurse just told me that Norma is doing well. Her blood pressure is fine; her blood work just came back normal and her physician, Dr. Cohen, has scheduled her to be discharged later today." The grandmother said, "Thank you. That's wonderful. I was so worried. God bless you for the good news."

The operator replied, "You're more than welcome. Is Norma your daughter?"

The grandmother said, "No, I'm Norma Findlay in Room 302. No one around this damn place will tell me jack-shit."

A Preacher was explaining that he must move on to a larger congregation that will pay him more.

There is a hush within the congregation. No one wanted him to leave. They adored their Preacher.

Joe Smith, who owns several car dealerships in the City stands up and proclaims, .. 'If the Preacher stays, I will provide him with a new Cadillac every year, and his wife with a Honda mini-van to transport their children, and the Congregation's children on Church outings.' The congregation sighs in relief, and applauds.

Sam Brown, a successful entrepreneur and investor, stands and says, 'If the Preacher will stay on here, I'll personally double his salary, and also establish a foundation to guarantee a college education for all his children! More Amen's and loud applause.

Sadie Jones, age 88, stands and announces with a smile, 'If the Preacher stays, I will give him sex!' There is total silence and shock.

The Preacher, blushing, asks her, 'Mrs. Jones, whatever possessed you to say that?'

Sadie's 90 year old husband Jake is now trying to hide, holding his forehead with the palm of his hand, and shaking his head from side to side, while his wife replies, 'Well, I just asked my husband how we could help, and he said,.....'Ah, Hell, Screw him!'



- Ron Finch

- Jason Waechter

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Picking A Line... Which one to use?

By Paul Creger

Imagine you're riding down a winding country two-lane. The sun is shining, the breeze is blowing and the ride is perfect. You stop for lunch or dinner in a one-intersection town at a Mom & Pop diner where Babs, the waitress with the beehive hairdo, calls everyone "Darlin" and knows everyone in town. I mean, that's why we ride, right? It certainly isn't so we can run up and down the superslab in traffic and go to the double-arches-have-it-your-way-choke-and-puke. It's the country roads, feeling the breeze, watching the countryside go by, small towns and the great people you meet along the way.

In Michigan, too many of our fellow riders are involved in single motorcycle accidents in curves. In fact, most of the single vehicle accidents involving motorcycles in the U.S. occur in a curve. We all know someone who had a crash where they went off the road in a curve. When you ask them what happened, they say something like, "I don't know." Or, "I was just going along and the next thing I know, I was in the ditch."

So, why did this happen and what can we do to help ourselves? Two things will make a great deal of difference; 1) Looking where you want to go, and; 2) Picking a good line.

Now when I talk about picking a line, I'm not referring to what you're going to use on the waitress with the beehive hair. She's probably heard it anyway. What I AM talking about is the path you're going to take to get through the curve.

The key to picking that good line? LOOK where you want TO GO in the road, not at what's around the edges. If you've ever noticed, when you turn your head to look at something, your bike tends to go that direction. C'mon, admit it. It happens all the time. Look at the scenery on the side of the road, and the bike goes to that side of the road. Look at the accident on the other side, the bike goes that direction too. The key to traveling through curves safely is to look where you want to go. If you look at the big tree right on the edge of the road while you're in the curve, there's a good possibility you're going to meet that big tree, and it might not be the meeting you want to have. That's why you have to look THROUGH the curve, past the big tree, to where you want to go.

There are basically three different kinds of curves you're going to encounter; constant radius, increasing radius and decreasing radius curves.

A constant radius curve, as the name implies, doesn't change from beginning to end. When we start learning to ride and learn about curves, we learn to follow an outside-inside-outside path. This path allows us to widen the curve as much as possible, which takes us close to the apex, or most inside point of the curve. This is one option. This path, however, may not always be the best or safest route through a curve, primarily because at the exit you can end up at or near the outside edge of the roadway; outside-inside-outside, right? In Michigan, that means potholes, cracked pavement, sand or gravel, or trees and brush and the ever-suicidal Whitetail Deer. At the outside edge, you don't really have enough room, or safety margin, in case of trouble. You also may not be able to see through the curve far enough to alert yourself to road conditions or oncoming traffic. That leads us to our next option, which gives a better margin of safety.

When you enter a curve, most of the time you are able to see what's in front of you up to the apex or a little farther, but not generally what's at the end of the curve. If you wait a little longer and make your turn a little later, you are able to see farther into and through the curve which allows you to see and plan for any problems. In racing they call it a "late-apex" because the apex of the path you're taking is beyond, or later, than the actual apex in the road. They do it to increase speed (a discussion for another day), we do it to increase safety. By waiting to start the

curve, you create a situation where your path of travel causes you to exit the curve more in the middle of the lane rather than on the outside edge of the road. This can make a huge difference when the motorcycle-swallowing pothole you can't see at the start of the curve is on the edge of the road waiting for you at the end of it. By waiting just a little longer to start the curve, you are giving yourself more time to see farther through the curve, see the possible hazards and more space on the exit to avoid that pothole or some other hazard.

With an increasing radius curve, the curve starts out with one radius and gradually opens up becoming less and less of a curve. Because of the type of this curve, generally you can see much farther through this curve at the beginning than the other two. While you still want to look through the curve as far as possible, it is likely that the greatest hazard you will encounter with this type of curve is to get on the throttle too soon which will cause you to run wide on the exit, back to the edge, or to go too fast and run into a meeting with Deputy Dawg, neither of which is desirable. By looking as far through the curve as you can, you increase the distance you can see, giving yourself more time to react and space you have in the road in case there's a problem.

In a decreasing radius curve, the danger lies in the fact that the curve gets tighter the farther you get into it which can result in you ending up on the outside edge of the curve with no place to go except off the road. In Michigan, these are typically found on freeway exit ramps although they are also found on some of Michigan's more scenic roads. What I notice is that riders get into the curve and then try to compensate for the increasing tightness of the turn they didn't see by leaning the bike over farther. When they end up on the outside edge of the road where all the gravel and sand accumulate, and the bike is leaned hard over, they can lose traction and end up sliding into the curb or into the ditch. Not where we want to be.

By waiting a little longer to begin your curve, you allow yourself a longer sightline through the curve, giving yourself a "heads up" that the curve is going to tighten up. This allows you to make adjustments to your speed and line earlier to maintain your safety margin. In a decreasing radius curve you have to keep looking deep into the curve to where you want to be.

One more thing about curves: don't be too eager to get right up on the apex of the curve. Motorcycles lean. Your tires may be on the right side of the double-yellow, but if you're leaning, your head, shoulders and maybe a good part of the rest of you can be over the line. Cars and trucks lean to the outside of curves (your side of the road) and aren't very forgiving when they contact motorcycle riders.

By looking where you want to go and picking a good line through the curves in the road, you're more likely to end up at that Mom & Pop where you just might have a line that the waitress with the beehive hair hasn't heard. Now that could be interesting.

Ride Safe!

Paul Creger is a co-owner of Advanced Rider Training and has been an MSF instructor for almost 10 years. He can also be found instructing police motor officers, touring around the country and turning laps on the track. He can be contacted at paul@advancedridertrainingmi.com



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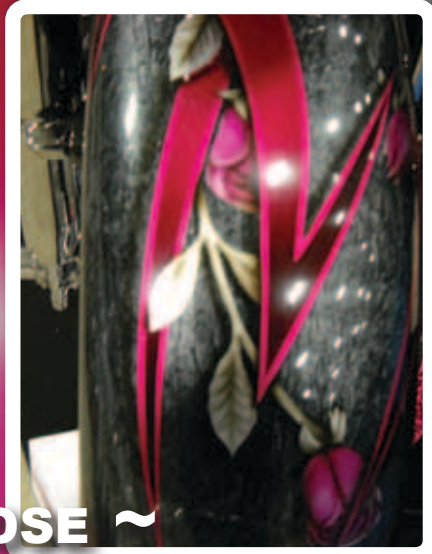
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READERS RIDES



**WILD ROSE ~
ROSE LELAND**



Wild Rose is a 1974 Harley-Davidson FLH. Her story begins in the early spring of 1998, when we were looking for a bike for my husband; a friend stated that he knew of a bike for sale that might fit. When the barn doors opened, we were surprised to see what used to be a dresser standing on flat tires, bent front end, covered with plastic, motor torn apart, rusted, pitted and left to rot for the last four years. We couldn't leave her there as she needed to be on the road as Harley intended her to be 24 years before, so after \$5,500 and 4 crates of parts later she was on to her new life.

From 70's brown to gloss black paint, new parts, engine work, lots of hours and six weeks later she was on the road, only to be taken out two weeks later when a 90 mph wind shear leveled our garage, leaving one handle bar sticking out of a window. A little more work, more new parts and again she was back on the road. My starter bike didn't make it out of the garage alive, so being sick of the FLH already my husband told me that if I could ride it I could have it, we took turns riding it that year and I found that we were a perfect fit. During a ride in early fall the engine blew, and my husband then looked at me and said "Now you can really have it!"

We then turned the engine over to Ernie Dalrymple, who rebuilt it starting with the points and going all the way up to the heads. She was bored, and had a lot of new parts installed including a bigger Andrews cam and Keith Black pistons. While the engine rebuild was taking place I started designing a new paint scheme and made a list of what parts, accessories, I envisioned for the new design. Over the next four years that vision appeared. From a hinged stock rear fender to a smooth fender, from a king/queen seat to LaPera King Cobra, from 8 spoke mag wheels to wire wheels to 5 spoke billet wheels. From 70's brown to gloss back to grey marble/pink tribal/ silver stemmed pink roses, from stock banana calipers to GMA clear anodized calipers. Changed from stock includes: Dyno Power rolled tip drag tailpipes, Super Glide battery, black controls, tail light that is shaped like the tribal graphics and is frenched in, lots of Kuryakyn accessories, smooth fender struts, floor boards, crash bars, turn signals, saddle bags, windshield, fender trim and accents.

Wild Rose was designed to ride, not show but with so many people telling me I needed to show her I started showing her, she has won her class from Autorama (also best paint), National Harley drag finals national bike show, Gilmore Car Museum Vintage bike show, St. Ignace Bike Show, WLAV motorcycle/ATV Show, Moose Lodges, many festivals/events and even Hog of the Year. Over the years, she has won 30 trophies, prize money and gifts. After 14 years it's time for a new theme. I already have new tins, dash, paint colors and design picked out. With all the changes, accessories and engine rebuild one thing has never changed and that is she is kick start only and I have no plans on changing that.

PHOTOS BY Don Clark

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STEVENS **HOT** WINTER NIGHTS

by Don Clark



Well, all I can say is, like always Team Stevens out did themselves in putting on yet another great party. Their Hot Winter Nights party was to kick off the 2013 season, with one of the best pig roasts and all the fixings, and with plenty to wash it down with. Robin and the rest of her staff go out of their way to see that everyone has a good time, always lots of food, fun and prizes. Stevens was also offering a buy now and get a free six-month Yamaha extended warranty service contract on select models, and with special pricing on all motorcycles and scooters. A BIG thank you goes out to Lynn and Joe from Z93 the rock station for being there and everyone else that made it happen. Wishing everyone a safe and healthy riding season. God bless our troops!



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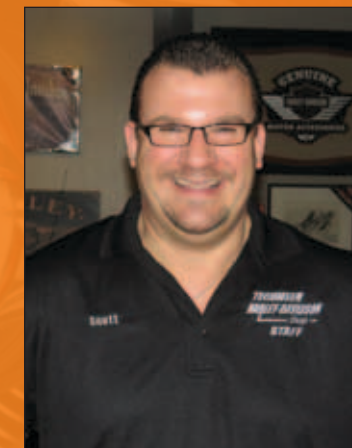
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7	8	9	10	11 BOOT CAMP Biker Bob's H-D BOOT CAMP Grand Rapids H-D	12 ADOPT A HOG Grand Rapids H-D BOOT CAMP Wolverine H-D WE'RE GRILLIN Capitol H-D	13 ADOPT A HOG Grand Rapids H-D GUNS & HOSES Ray C's H-D BOOT CAMP Capitol H-D KID ROCK PARTY Biker Bob's H-D
14 ADOPT A HOG Grand Rapids H-D GIANT SWAP Suburban Collection, Novi	15	16	17	18	19	20 BLOOD DRIVE Zips H-D, Gaylord MEET & GREET Tecumseh H-D
21 GIANT SWAP Birch Run Expo	22	23	24	25 HOT WINTER NIGHTS Stevens Cycle Sales BRONK BROTHERS Grand Rapids H-D	26	27 MOSES BIB BASH McBain (Vogel Center) MOTORCYCLIST EXPO Downriver Campus
28 BLESSING/SHOW Gibraltar, Mt. Clemens KATIE BENEFIT 702 Bar, Midland	29	30	1	2	3	4

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Jody "Mo's" THUNDER FUN

Inspiration

Twenty years from now you will be more disappointed by the things you didn't do than by the ones you did do. So throw off the bowlines. Sail away from the safe harbor. Catch the trade winds in your sails. Explore. Dream. Discover. ~ Mark Twain
Adversity is like a strong wind. It tears away from us all, but the things that cannot be torn, so that we see ourselves as we really are. ~ Arthur Golden
Don't waste your life in doubts and fears: spend yourself on the work before you, well assured that the right performance of this hour's duties will be the best preparation for the hours or ages that follow it. ~ Ralph Waldo Emerson
Present fears are less than horrible imaginings. ~ William Shakespeare

Riddles

- A. What has a head, a tail, is brown, and has no legs?
 - B. What's black when you get it, red when you use it, and white when you're all through with it?
 - C. When set loose I fly away. Never so cursed as when I go astray.
 - D. You heard me before, yet you hear me again, then I die, 'Till you call me again.
- (Answers below)

Fun Facts

101 Dalmatians and Peter Pan (Wendy) are the only two Disney cartoon features with both parents that are present and don't die throughout the movie.
99% of the solar systems mass is concentrated in the sun.
 A giraffe can go without water longer than a camel can.
 A man named Charles Osborne had the hiccups for 6 years. Wow.

Weird Laws

Louisiana: In New Orleans, Fire Code outlaws the cursing of firefighters while they are in the performance of their duties.
In some states, including California, Florida, Nevada, Alaska and Hawaii a motorist can be cited for driving too slowly.
New York: In Carmel, A man cannot be seen in public while wearing a jacket and pants that do not match.

Answers: A.) a Penny B.) charcoal C.) a fart D.) an echo

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Biker Preacher's Corner

Finally, spring is just around the corner and that means the long awaited beginning of riding season. I know for me, I've had PMS (Parked Motorcycle Syndrome) something fierce. But, thankfully, I am down in Florida this week, as I write this, riding to Daytona Bike Week and what seems like all around central Florida – That's helped to take the edge off. However, as we look forward to this new riding season, I want to encourage every rider from every club, ride group, ministry and independent rider to strive to work together in unity – regardless of 'cut' or brand of motorcycle that you ride.

The Bible says in Psalm 133:1 "How good and pleasant it is when brothers live together in harmony!" The word harmony here is being used from a musical stand point – like singers harmonizing or musicians playing music together. They're in unity and it produces a wonderful experience for their listeners.

Likewise, it's an awesome thing to see when we, bikers, are all brotherly toward each other. Ya know the 'wave' as we pass each other on the 'highways and byways' of Michigan and when we work together for the good of our communities and even when Motorcycle Ministries of all types and sizes get involved with each other to do what God has called us to do, LOVE and not just stick to our own little kingdom.

Listen we all know that Non-riders, "Cagers" typically have a great misunderstanding, from many different sources, of a great many things of our biker culture. But by being friendly and brotherly with each other, we're living in harmony, we're setting an awesome tone and it helps them to see the best side of us all. Our brotherhood – the brotherhood of the open road.

I, and Victory Biker Church, are so looking forward to working together with every M/C (Motorcycle Club), M/M (Motorcycle Ministry), R/G (Ride Group) and independent riders, this new riding season and beyond.

God Bless and see you on the Highways and Byways,

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Big Displacement and Head Work

With the completion of Stage One and Two, you now have our fine running machine that is sounding good and running like the factory would love for their bikes to run, however they are severely regulated by our government and the factory cannot do what they would love to do. The next step, if you choose, is to take the displacement up and get those heads breathing and venting, which does not necessarily mean we make the ports bigger either, ahh... a mystery.

Big bore kits are a common request for shops, a few years back when I was in high school the big deal was to take a Honda 750 and make it an 836, that was huge in the day, then the CBX came out and blew us all away, yeah my first street chopper was a Honda 750-Four, my friends, and it was a blast! It was actually my first street bike and I didn't intend to chop it, but a teen driver decided to run me over so my dad said it would be cool to chop it ... so with some help of an independent shop in north Lansing called Custom Cycles on East Street, I was on my way to build my first chopper ... and OK, a few years ago was 1978. I have to tell you I loved going into that shop, the owner was a great guy and he really helped me out, though he was a Harley guy, he loved my enthusiasm and imparted all kinds of wonderful wisdom upon me ... I chopped it, chromed it and painted it black, then rode the crap out of it (so did my dad).

Today, riders are getting big inch bikes right out of the factory, however guys will be guys and, yup, we love more power! The easy way to get more inches is to put bigger pistons in. The second way to get more cubic inches is to change the stroke length. When you make the stroke longer, you are stroking the engine, hence the term stroker motor. In 2007, Harley did us a favor and took the 88 to a 96 by giving us a stroker right from the factory, thank you! On the other end of the spectrum, you may not wish to have a long stroked out engine if you want a quick revving engine, you will want a shorter stroke and a lighter flywheel.

The Harley twin cam was made from 1999-2006 as a 88 cubic inch, and can be made as big as a 98 cubic inch without case modifications or stroker cranks, but they are usually only taken to 95/96ci. The 2007-2011 edition is a 96 cubic inch engine in stock dress, it can be taken all the way out to a 107 without case mods, however Harley states you should only take it to a 103 because of cylinder wall thickness. S&S has some cylinders they state because of the different materials they use that allows better wear and heat resistance they can use thinner cylinder walls to make the bike a 106 without worry according to S&S. In 2012, Harley took most all of their models to a 103. If you desire to go bigger you have some obstacles such as case thickness and new crank shafts, if you decide to go huge you should think of getting new cases from Delkron, or S&S, especially if you are making an Evolution a big inch monster.

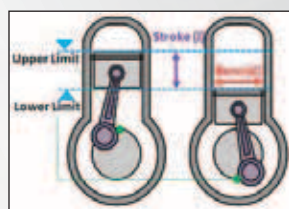
The Sporty crowd is never left out, easy day there, we can take your 883cc (54ci) to a 1200cc (74ci) in no time by boring it out and slapping a set of pistons in. Not enough you say? Johnson Engine Technology, Revolution and S&S can help you take that bad boy sporty to an 88ci, 90ci or a whopping 103ci (fig 1) and terrorize any of the so called big Harleys. You know, I think I may just do that with General Grunge! To set the record straight, the Evolution Sportster/Buell engine is a great motor and can make some serious horsepower; it is a nice lightweight power plant with great valve geometry that cubic inch for cubic inch beats the big twins hands down.



(Fig 1) S&S Sportster 103 kit ... WOW!

Bore and Stroke

You may be asking, what do all these numbers mean? Well then, let's take a step back. The displacement of a bike is the total amount of the combined cylinder volume. You get this number by knowing the Bore, which is the diameter of cylinder and Stroke, which is the distance the piston travels inside the bore, this is shown in Cubic Inches (CI) or in Cubic Centimeters (CC). The mathematical equation for cylinder volume is $\pi r^2 \times H$ or $3.14 \times \text{Radius}(\text{Bore}/2) \times \text{Height}(\text{Stroke})$ which gives us the cubic inches of one cylinder, then we times that by the number of cylinders to get our total cubic inches (total volume). For example: If you own a V-Twin and it has a cylinder bore of 4" and has a piston stroke of 4" then your equation would look like this ... $3.14 \times 2^2 \times 4 \times 2 = 100.48$ cubic inches. Remember, I had to take the diameter (4) and make it a radius (2)... now you can figure out any cylinder volume whether it is for a motorcycle or a home project.



(Fig 2) Bore and Stroke Example

Bigger Displacement means more Power ... or does it?

The short answer is yes, however there are many factors in making that displacement work well for us; just throwing bigger pistons in is not the answer to all performance needs. You must have everything else in your engine working for you to get everything your big bore has to offer you, that's is why making the right choices during your stage one and two are so important. I have seen much smaller displacement bikes spank a huge bore bike all day long ... don't forget gear ratios either, both in the trans and the final drive. Good ole Baker Drivetrain has really helped us out by offering some killer gear ratio combinations that will make that bike rip up some asphalt right off the line but in 6th (or 7th if you are lucky enough to have Bakers 7 speed) gear cruise at a nice calm RPM at 70-80 MPH down the highway giving us good mileage and long engine life.

Porting Heads ... Good flow or too much?

When you want to make more power, many don't wish to put the cash into head work and depending on what your goal is, headwork may not be the biggest

bang on the dyno for your buck, however doing headwork is paramount to get your engine working to make you as much torque and horsepower as possible and even in some cases bring more HP and still get good if not better MPG! The ultimate key is to have a great running bike that will last a very long time without failure, sometimes that takes a little money, but it is money well spent. With all that being said, good headwork is not a simple matter of taking a Dremel and hogging out your ports and making them super shiny, this can be disastrous! (Fig 3)

I am not a head porting expert so I talked with one of the most knowledgeable guys I know, Bob Johnson owner of Johnson Engine Technology. This guy will give you so much info in 30 minutes your brain will be numb! He educated me on all kinds of great stuff as we talked about porting, including how the ole Pans, Shovels and Ironhead Sportys are really great engines, he said if properly built they simply don't break down and they can last as long as any Evo or Twin Cam ... today engine longevity has more to do with today's oil than Harleys engineering.



Fig 3. Way to polished for an intake port, you must have turbulence too!

Head flow and the flow bench

The tool to measure flow through a port on a head is called a flowbench, the whole idea of the flowbench is to monitor the airflow of heads and other components like air cleaners and intake manifolds. More flow is supposed to translate into more power the problem is that a flowbench does not factor in velocity of air it only measures flow. (Fig 4)



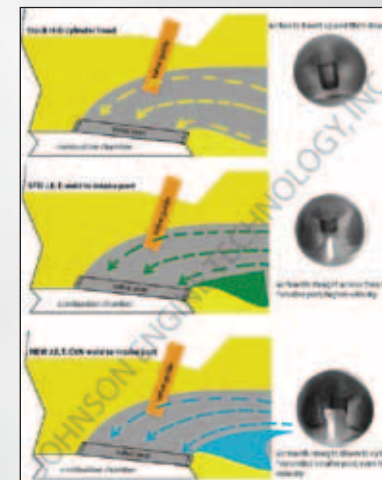
Fig 4 Harley Head on a Flowbench

Here's what Bob Johnson said about Harley big twins. The ports are already too big, porting work therefore just lowers the intake velocity, making the engine even less able to flow air after BDC-especially at low and middle rpm. To get the value of a big-ported head, you have to rev the daylight out of it-to big, con-rod-stretching numbers like 7500. This is why so many people contend that "...when you're done, it's still a Harley."

Now, because every engine is an air pump, the object is to get as much air in the pump as possible in your RPM range (2,000-6,000 RPM). Air, like everything else on this earth has a mass, therefore, the ratio of air to fuel in your engine also has a mass. Because the ratio of air to fuel has mass, it also has energy (E). Now because of the weight of the fuel, the weight of the air, and the chemical E found in the fuel and air, this chemical E can be transferred into

horsepower (HP) and torque. Therefore, the goal is to get as much of the air as physically possible, in the engine so that its chemical E can be turned into HP and torque. Therefore, cylinder head design is not just the attaining of peak flow numbers on a flow bench. Cylinder head design is the design of the intake and exhaust port to be able to achieve the highest velocity with the highest mass.

Bernoulli's principle states that when area decreases velocity increases. As a result, Johnson correctly sizes the port area of cylinder heads so that the highest velocity and highest mass flow rate that is physically possible, can be achieved. Because our engine design relies on extremely efficient cylinder head design, other areas of the engine, such as compression, camshaft profiles, and engine displacement do not have to be at extremes to make good useable HP and torque.



Last Word

Make sure you get yourself a good engine builder and good head porter, depending on what you are looking for - bigger may not be better for your riding style. Remember that after all the engine mods and possible gearing changes, tuning is the most important thing to your bike, literally a tuner can take your stock bike re-tune it with a Techno-Research tuner and give you about 10 more foot pounds of torque with nothing more than changing your ignition map, then he will work on your fuel mapping. Also please pay a few extra dollars BEFORE you make any of these mods to have your tech check your cams, cam plate, and crank run-out (left side crank bearing issues), it is a serious problem that comes straight from the factory sometimes with zero miles. Even if you have low miles get this taken care of before your mods. (Yeah, I know, no one wants to put in new crank bearing into a new bike but you will be happy you did.) Your independent shop wants you to be riding maintenance free for tons of big smile miles, let em build you a great bike ... no shortcuts please.

That's wraps up another month of fun for me, off on a European adventure! I'll have a weird tech or not tech article that will show you what's up over there next month!

I hope to see many, many of you great people soon at the shop, at an event (Thunder on the Grand is coming up soon!) or on the road ... Ride with a big smile on your face, spring is here and God loves all of you great riders! Blessings for a safe riding season!

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ABATE OF MICHIGAN

MOTORCYCLE AWARENESS

It seems to mean a lot of different things to different people these days. The state changed the name to MOTORCYCLE SAFETY AWARENESS MONTH incorporating our personal safety measures into the original idea. To some it's just MOTORCYCLE AWARENESS MONTH. And to the hard chargers just MOTORCYCLE AWARENESS all the time anytime. ABATE is a hard charger.

The State seemingly figures a State VIP announcing the beginning of the official "month" is the best thing they can do to promote motorcycle awareness. The OHSP campaigns with "Ride Straight to Ride Again". Certainly good advice for motorcyclists, but then motorcyclists are not who is running us over. Some see all kinds of gee jaws like key fobs, rubber armbands, and posters in bars and bike shops as great awareness tools. I personally have a hard time wrapping my mind around how that stuff precipitates awareness in someone on the road driving a car, but that's just me.

The whole point of Motorcycle awareness in my opinion is to get vehicle drivers, who are responsible for near half of all motorcycle crashes, to look for motorcycles on the road. I think the best time to remind them is while they are in the vehicle and driving on the road.

Allstate Insurance Company had an idea I think makes sense. For the past 4 years in different cities around the country Allstate has had yellow caution signs reading "watch for motorcycles" installed at intersections with high crash statistics. Wow, talk about common sense.

ABATE Region 21, which I belong to, has been funding a "Summer of Awareness" program for 5 years. This is an awareness program that works at getting the message to drivers on the road too. Ten motorcycle awareness public service announcements broadcast every day from May through September on the very popular mid-Michigan Radio Station WUPS 98.5. Our Region ABATE members go into the studio and record our own awareness PSAs. Every summer we are told by numerous people how they have heard one of us while out driving their vehicle through the mid-Michigan area.

ABATE Region 21 holds a benefit for Motorcycle Awareness and Hospice of Central Michigan every April to raise funds for our campaign and to help support Hospice. We have donated over \$100,000.00 to Hospice over the years. A small slice of the funds raised goes for our radio campaign co-sponsored by the Region, WUPS, and local Businesses. Nice segue to our flyer, eh? C'mon out, it's a GREAT time.

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ABATE also attends drivers education classes across the state each year to explain to new drivers the importance of watching for motorcyclists. This has proven very successful also. A BIG thanks to all the volunteers who take the time for this each year!



Rusty Bongard
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1290 M-89
Plainwell, MI 49080
Bike Night Tuesdays ALL YEAR
506 E Michigan
Augusta, MI 49012
Bike Night Mondays ALL YEAR
Events & Specials on Facebook

Scotter's Wild Turkey Saloon
2029 E. Miller Rd.
Fairview, MI 48621
(989) 848-2711
Bike Night Tuesday ALL YEAR

Stingers Bar & Grill
49110 Grand River Ave
Wixom, MI.
248-449-9667
Thursday Bike Night

The Gravel Pit Pub & Grub
7990 N. Telegraph Rd.
Newport, MI. 48166
734-586-8600
See us on Facebook
Thursday Bike Night

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Barefoot Beach Resort
7474 N US 23
Oscoda, MI. 48750
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Midland Resort
1500 W. Wackerly St.
Midland, MI
989-631-4220

Oscoda Area Convention Visitors Bureau
Oscoda, AuSable
Greenbush, MI.
1-877-8-oscoda
www.oscoda.com

Pines on the Lake Resort
5486 N. US 23
Oscoda, MI 48750
989-739-5741
www.pinesonthelake.net

Thunderbird Inn
146 Old US Hwy 31
Mackinaw City, MI. 49701
800-633-1515

LEATHER & REPAIR

Hunt's Hog Shop
3030 S. Cedar St.
Lansing, MI. 48910
517-394-7840
www.huntshogshop.com

Paragon Leather
7215 S Westnedge Ave.
Portage, MI.
269-323-9483
Paragonleather.com

Retail Warehouse
1640 S Centerville Rd.
Sturgis, MI. 49091
269-651-2464

INSURANCE

Cycle Insurance Specialists
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2110 Enterprise St SE
Grand Rapids, MI 49508
800-815-9372
www.bestbikerate.com

Irving Insurance Agency, INC
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Flint, MI. 48504
810-230-0250

Biker Owned
Safeguard Insurance Agency
3214 Fashion Square Blvd
Saginaw, MI 48603
989-799-4800
smetiva214@yahoo.com

PHOTOGRAPHY

Diamond Photo
Tom Rossman
586-899-7442
www.diamond-photo.us
facebook.com/Tom.Diamond.Photo

Kathleen Howell Photography
Fine Art, Landscapes, Motorsports
www.kathleenhowell.com
734-644-2954

Sam T'ang Productions
28525 Beck Rd. Suite 122
Wixom, MI 48393
248-773-0004 studio
248-773-0002 fax
305-502-1354 cell
email SamTangStudios@yahoo.com
web: www.SamTang.com

Star Photography
Thomas J. Cox
989-631-6813
www.starphotographylive.com

MISCELLANEOUS

Cadillac Area Visitors Bureau
201 N. Mitchell St. Suite 102
Cadillac, Mi. 49601
800-221-akes
www.cadillacmichigan.com

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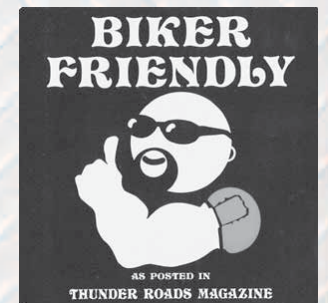
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Roger White
The Biker's Realtor
Cell: 734-730-9482
Fax: 734-439-7279
Call Today!!

Shields Fire Protection
5066 S. Seven Mile Rd.
Bay City, MI. 48706
989-737-9335

Victory Biker Church
12190 Miller Rd
Lennon, MI 48449
www.victorybikerchurch.org
810-247-6332



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STARTS **FIRST THURSDAY IN MAY**

DETAILS IN THE NEXT ISSUE



TRM EVENTS CALENDAR 2013

APRIL

April 4
Hiring Our Hero Veterans Hiring Fair
Ford Community & Performing Arts Center,
Dearborn, MI. 11 am- 2pm, more info call
202-463-5807 (See Veterans Corner this issue).

April 5
Boot Camp
Ray C's H-D, Lapeer, MI. 5:30-7 pm.
Visit www.raycsh-d.com for more info
(See ad this issue).

April 5-6
24th Annual Pigfest
Mid-Michigan Motorcyclist & Ramada
Lansing Hotel, Lansing, MI
Must pre-register. Overnight accommodations
available. Pool party, raffles, music, & cash bar.
For more info contact 517-316-1337 or
www.harleyrider.net

April 5-6
Spring Open House
Ray C's H-D, Lapeer, MI held during
regular business hours. Demo rides & food.
Visit www.raycsh-d.com for
more info (See ad this issue).

April 6
Wolverine H-D Motorcycle Boot Camp
Clinton Township, MI. See www.wolverinehd.com
for more info (See full page ad inside front cover
this issue).

April 6
We're Grillin' at Capitol H-D
Capitol H-D, Dimondale, MI. 12pm until the
food is gone (See ad this issue). More info at
www.capitolhd.com

April 11
Biker Bob's Motorcycle Boot Camp
Biker Bob's H-D, Taylor, MI. 6:30 pm,
attend for a chance to win all access pass to see
Kid Rock in concert. More info at
www.bikerbobshd.com (See ad this issue).

April 11
Grand Rapids H-D Boot Camp
Grand Rapids H-D, MI. 7- 9 pm. For more info
see www.grandrapidsharley.com (See ad this issue).

April 12-14
3rd Annual Adopt A Hog Event
Grand Rapids H-D, MI. For more info see
www.grandrapidsharley.com (See ad this issue).

April 13
ABATE Region 20 Annual Awareness Party
Union City Field, Flint, MI. Charity benefiting
"Look Twice, Save a Life". \$10 person, more info at
www.abatemichregion20.com

April 13
Guns & Hoses Relay for Life Benefit
Ray C's H-D, Lapeer, MI Held during regular
business hours. Visit www.raycsh-d.com for more info.

April 13
Capitol H-D Motorcycle Boot Camp
Dimondale, MI. Noon- 2 pm, more info it
www.capitolhd.com or call 517-646-2345

April 13
Kid Rock Party
Biker Bob's H-D, Taylor, MI. Pictures with the
coolest Kid Rock impersonator 1-3pm, Kid Rock
music all day long. More info at
www.bikerbobshd.com (See ad this issue).

April 14
Detroit Area Giant Motorcycle Swap Meet
The Suburban Collection Showplace, Novi, MI.
11-4 pm, \$9 Adults, more info at 800-968-4242
or motorcycleswap.com (See ad this issue).

April 20
Zips 3rd Annual Michigan Blood Drive
Zips 45th Parallel Harley-Davidson, Gaylord, MI.
Contact 989-732-8000 for more info. (See ad
this issue).

April 20
Tecumseh H-D Meet & Greet
Tecumseh H-D, Tecumseh, MI. Meet and greet
the new general manager and staff, 10 am - 3 pm,
food and refreshments, more info at
www.tecumsehhd.com (See full page ad this issue).

April 20
19th Annual Charity Auction Benefitting
Woodland Hospice/Morey Bereavement Center &
Motorcycle Awareness (ABATE)
Beal City Knights of Columbus, Beal City, MI.
Auction, bands, doors open at 2 pm, cash bar.
More info contact Cindy 989-772-4651

April 21
Tri-Cities Giant Motorcycle Swap Meet
Birch Run Expo Center, Birch Run, MI. 11-4pm.
More info at 800-968-4242 or
motorcycleswap.com (See ad this issue).

April 21
Motor City Chapter 2368 Ladies of Harley
Indoor Swap Meet & Garage Sale
Joy Manor, Westland, MI 10 am- 4 pm,
contact Laura at loh@motorcityhog.com for more info.

April 24
C & S Sports Center Motorcycle Boot Camp
C & S, Mt. Pleasant, MI. 6pm-9pm. More info go to
www.candssportscenter.com

April 24-28
Laughlin River Run, Laughlin, NV.

April 25
Grand Rapids H-D 1st Bike Night of the Season
Grand Rapids H-D, MI. Music by Bronk Brothers,
(See full page add this issue) or go to
www.grandrapidsharley.com

April 25
Stevens Cycle Sales Hot Winter Nights Bike Night
Stevens Cycle Sales, Bay City, MI. 5-8pm,
food, drinks, and live music, (See full page ad
this issue).

April 27
"Moses" Bib Bash
Museum of Moses, McBain (Vogel Center), MI.
11-2 pm, wear your bib overalls, prizes. For
more info call 231-825-2219 or visit
www.museumofmoses.com

April 27
A Motorcyclist Expo
Wayne County Community College District
SCE & WD, 11 am - 4 pm, Downriver Campus,
no cost, more info call 734-946-3500 (See ad this
issue).

April 28
8th Annual Blessing of the Bikes and Bike Show
Gibraltar Trade Center, Mt. Clemens, MI. Reg.
11am, Blessing & Bike Show at 2pm. More info
contact pastortroyns@yahoo.com (See ad this issue).

April 28
12th Annual Lakeshore Blessing of the Bikes
Ottawa County Fairgrounds, Holland, MI. Gates
open 10 am- 4 pm, drawings, awards at 2:15,
blessing at 3 pm, bike show & vendors. See
www.blessingofthebikes.com for more info or call
616-283-0591.

April 28
A Fight for Katie K
702 Bar, Midland, MI. 11 am-10 pm, a family
event, live music, motorcycle parking, chairs
recommended, auction, food, kids crafts and
games. More info contact Holly 989-948-8188

MAY

May 4
2nd Annual Hastings Motorcycle Swap Meet
Barry County Expo Center, Hastings, MI 10 am-
4 pm, visit www.paragonpromotion.com for more info. (See ad this issue).

May 4
VBC Unity Biker Blessing
Victory Biker Church, Lennon, MI. 10 am- 2 pm.
Reg. 10 am-11 am, \$5 Food, \$1 Drink, activities,
entertainment, blessing by Pastor BMAN, guided
50-60 mile ride. Kickstands up at 2 pm. For more
info visit www.victorybikerchurch.org or call
810-247-6332

continued on next page

May 4
2nd Annual Ride with the Eagles Benefit Run
Walled Lake Eagles, Dice Run benefiting ALS/ Lou Gehrig's disease, Reg. begins 9:30-11:30 am, \$20 per bike, \$15 passenger, cars welcome. For more info email hamgravy@comcast.net or call Bill 248-722-2930

May 4
3rd Annual Don't be Tardy for the Party Fireman's Park, Ida, MI. Blessing of the Bikes, Hog Roast, Music. \$10 person, ABATE Region 18. Reg. 11 am, Ride 1- 5pm. For more info contact Mark 734-777-7530 or see www.abateregion18.org

May 4-5
Thunder Across the Thumb Caro, MI. In Honor of our Serving & Fallen Soliers. Bike Show, police escorted ride, food and all welcome. For more info call Bill 989-823-2554 or go to www.thumbmotorcyclechrome.com

May 4-5
WERA Sportsman Series
Grattan Raceway Park, Belding, MI. For more info at 770-720-5010 or wera@wera.com

May 5
Walneck's Motorcycle Swap Meet & Bike Show
Monroe Co. Fairgrounds, MI 8am-3 pm, www.walneckswap.com or 630-985-2097

May 5
Motorcycle Scavenger Hunt
Zukey Lake Tavern, Pinckney, MI. Regis 11-12:30, \$25 bike, bring phone/camera to take pics on hunt, Ron Finch will draw winners, \$250 door prize, other prizes, rain or shine, cars too. For more info contact Smackin' Jack 313-702-4115

May 5
14th Annual Church of the Living Word's Blessing of the Bikers Ovid, MI. Arrival 9:30-10:30, Service 10:30-11:30, Hog Roast 11:30, \$5 all you can eat, bike show at noon, blessing at 1:30pm, charity ride at 2pm. More info at www.cotlw.org or call 989-834-5950 (See ad this issue).

May 5
Muskegon Motorcycle Club Spring Run Mt. Garfield, MI. 10:30 depart, for more info go to www.mmc.com

May 10-19
Myrtle Beach Bike Week, Myrtle Beach, SC.

May 11
29th Peotone Motorcycle Show & Parts Expo (Indoor & Outdoor Event) Will County Fairgrounds, Peotone, IL 10am- 4 pm, contact www.paragonpromotion.com for more info.

May 11
33rd Annual Midland Motorcycle / Classic Car Swap Meet & Show Midland County Fairgrounds, Midland, MI \$7 Adult, 12 & under free. More info contact 989-835-8486 or cspeaker@charter.net

May 11
1st Annual Somerset Beach Blessing of the Bikes
Somerset Beach Campground, Somerset Center, MI. Reg. at 10am, blessing at noon, \$5 person. More info contact John 269-808-7512 or docjohn85@yahoo.com

May 11
Annual Blessing of the Bikes
First Church of the Nazarene, Jackson, MI. Starts at 11am, blessing at 1pm. No Alcohol allowed, MI Veterans Traveling Wall, prizes, bike show. For more info call 517-782-7084

May 16
2013 Tecumseh Classic Car, Bike & Bicycle Show Series
United Bank & Trust Hickman Financial Center parking lot, Tecumseh, MI. Check in at Gregory's Barber Shop from 5:30-7pm, more info at 517-424-6555 / 517-424-6003 or email kwelch@tecumseh.mi.us

May 16
Ray C's H-D 7th Annual Garage Party Ray C's H-D, Lapeer, MI. More info at www.raycsh-d.com (See ad this issue).

May 16-19
Blessing of the Bikes- Camp ALLY for CF
Baldwin, MI. Benefits Cystic Fibrosis, on-site camping, bike games and pig roast. See www.blessingofthebikesbaldwin.com for more info.

May 17
Harley's at the Dragway Milan Dragway, MI 4pm- 12am (See full page ad this issue).

May 17th
13th Annual Pride Ride
Lansing, MI. A motorcycle safety awareness ride to remind all to Look Twice & Save a Life. Free, police escorted motorcycle ride and show. Reg. 8am-9am. Line up 9:30am, ride 10am sharp. For more info contact Barb at baroercrc@aol.com, or Linda at turtlehatch@att.net or 517 694-7914

May 17-19
Paragon Rocks the Blessing at 41st Annual Blessing of Bikes Festival Baldwin, MI. Vendors, food fest, and camping. Gates open at 9 am, \$5 donation per bike. More than 40,000 bikers attend. Contact www.paragonpromotion.com for more info.

May 18
St. Stans Blessing of the Wheels Motorcycle & Car Show
Bay City, MI. Blessing at noon. More info at 989-894-0832 or www.baycitystans.com

May 18
Sandy's Harley-Davidson Spring Open House Fremont, MI. 8 am-3pm, go to www.sandysharley-davidson.com for more info

May 18
ABATE of Michigan Awareness Ride/ Fund Raiser
Kritter's Hideaway, Rapid City, MI
Breakfast 10 am, blessing noon with ride to follow. Food, fun, 50/50 & silent auction.

May 18
Rest in Peace Run, hosted by Abate of MI Region 7. Starts at Noon from Evergreen Park--Ride in Memory of Deceased Region 7 Members--Donations Accepted to help pay for R.I.P. Memorial--989-673-4743.

May 18
5th Annual Biker Blessing & Memorial Cancer Ride
Merriman Road Baptist Church, Garden City, MI. 9am opens, blessing at noon, free music, food, bike wash & entertainment, vendors & space, win a 40" flat panel HD tv. For more info visit to www.mrbcfathriders.webs.com or www.facebook.com/mrbcfathriders Memorial Cancer Ride to follow Blessing. Cost is \$20 - \$25 w/passenger.

May 19
4th Annual Antique Motorcycle Swap Meet & Bike Show
Centreville, MI Wolverine Chapter

May 23
Grand Rapids H-D Bike Night Grand Rapids H-D, MI. Music by The Outer Vibe, (See full page ad this issue) or go to www.grandrapidsharley.com

May 23
MRF Fund Night (Motorcycle Riders Foundation) Hosted by Abate of MI Region 7. Held at Farmers Tavern, Ruth, MI 3- 9pm, Spaghetti Dinner, and all the fixin's \$9.00. Fun & Games, 50/50s, live auction. Test your skills on the Virtual Reality Run for \$5.00. All proceeds go to help support the MRF! more info www.abateofmichigan-7.org--989-864-3714

May 24-27
18th Annual Hudson Leather Appreciation Open House Memorial Day weekend rally, Pioneer, OH. Bike show, free event, live bands, more info see www.hudsonleather.com (See full page ad this issue).

May 25
10th Annual Dillinger Ride The Inn Between Saloon, Port Hope (Lewisville), MI. Sign up 11 am, starts noon, dinner, raffles, rain or shine. All proceeds go to hospice. More info (See ad this issue).

May 25
Hale Eagle Riders 4217 Chicken Charity Cookout
Hale Eagles 4217, Hale MI. BBQ or naked chicken, prizes & raffles. For more info contact Joe 989-728-4283.

May 25-26
25th Annual Spring Valpo-Fest Motorcycle-Car Show & Swap Meet Porter County Expo Center, Valparaiso, IN. 9 am- 4pm. Contact www.paragonpromotion.com for more info.

May 26
Val & Susie's Veterans Poker Run
Reg. 10am - 12pm at American Legion in South Haven, all proceeds go to Veteran Families at Christmas, \$10.00 person. For more info call Twisted Twin Custom Motorcycles 269-637-3395 or contact our Facebook Page.

May 30-June 1
Harley Heroes Ray C's H-D, Lapeer, MI. Held during regular business hours. Visit www.raycsh-d.com for more info.

May 30--June 3rd
20th Annual Evergreen Park Benefit.
Sponsored by Abate of Michigan Region 7, Bands, Showers, Girls, Games, Bike Show, Vendors. \$20 per bike, \$20.00 per vehicle inside Park & \$30.00 for RVs. Golf Carts only for Handicap--more info at www.abateofmichigan-7.org or call 1-989-673-4743.

May 31-June 2
Arachnaphobia / Fear Spyder Ray C's Extreme Store, Lapeer, MI. Visit www.raycs.com for more info.

May 31- June 9
Ohio Bike Week, Sandusky, OH.

JUNE

June 1
Capitol H-D Spring Open House Dimondale, MI. 10am- 3pm. For more info go to www.capitolhd.com or call 517-646-2345

June 1st
C&S H-D Mt. Pleasant, MI Open House & Central Michigan HOG Chapter Bike Raffle drawing, for details and raffle tickets call 989-772-5513

June 1-2
Helluva Swap Meet/Blessed in Hell
Sponsored by Abate of Michigan Region 14. Hell Creek Ranch, 10866 Cedar Lake Road near Pinckney. Swap meet, bike show, music, and vendors. Admission \$10.00 per bike. For more info call (313) 407-4671.

June 2
13th Annual Ride for a Reason Biker Bob's H-D, Taylor, MI. Go to www.bikerbobshd.com (See full page add this issue).

June 7-8
Car Show /Blessing of the Bikers Real Steel Weekend 16th Annual Blessing, Detroit World Outreach, Redford, MI. 8th 10- 3pm Bike Show, Blessing 2:30, Ride 3 pm. More info 2013realsteel@gmail.com (See ad this issue).

June 7-9
Great Lakes Harley Round-up
Interlochen, MI. Motorcycle rally, more info at http://www.cycle-moore.com/motorcycleshopcampground.php?page_location=roundup

June 8-9
The 18th Annual Vintage Motorcycle Ride & Show
Hickory Corners, MI. Free Ride. Reg. 9-10am. Ride at 10am. Show on the 9th, 9 am- 4pm. For more info contact 770-427-4820 or 269-671-5089.

June 8
Toni & Trish Memorial Run
Willew Lounge, Bay City, MI Starts at noon and goes till 2am. Bands, Beer & Bikes. For more info contact Willew Lounge or Bubba's Tri-City Cycles.

June 8
Laconia Bike Week, Laconia, NH.

June 13-15
25th Annual Sandy Corley Memorial Run Double JJ Resort, Rothbury,MI. Live music, bike show, auction & bike events. For more info go to www.sandycorley.com (See full page ad this issue).

June 15
Harley Fest Freedom Hill Amphitheatre & County Park, Sterling Heights, MI. More info see www.freedomhill.net (see front cover this issue)

June 15
Cops on a Run - a benefit for the Michigan Law Enforcement Officers Memorial Poker Run begins 2233 Burdette St, Ferndale, MI. 8am- 10pm. Police escorted, \$25 rider, \$25 passenger, for more info contact 313-930-3853 or facebook page ww.facebook.com/copsonarun

June 15
Gildner's H-D 50th Anniversary Party
Gildner's H-D, West Branch, MI. 9 am- 5 pm. Go to www.gildnershd.com for more info.

June 15-16
AHRMA Road Racing
Grattan Raceway Park, Belding, MI
Vintage racing. For more info call 615-420-6435 or http://dev.ahrma.org

June 15-17
Blaney Park Rendezvous
Blaney Park, Mueller Township, MI For more info call 906-586-3477 or www.blaneyparkrendezvous.com/index.htm

June 20
2013 Tecumseh Classic Car, Bike & Bicycle Show Series
United Bank & Trust Hickman Financial Center parking lot, Tecumseh, MI Check in at Gregory's Barber Shop from 5:30-7pm, for more info call 517-424-6555 / 517-424-6003 or email kwelch@tecumseh.mi.us

June 20
Grand Rapids H-D Bike Night Grand Rapids H-D, MI. Music by Last Train Out, (See full page add this issue) or go to www.grandrapidsharley.com

June 21
Harley's at the Dragway Milan Dragway, MI. 4pm -- 12am, (See full page ad this issue).

June 21-23
8th Annual Ray C's Rodeo Ray C's H-D, Lapeer, MI Visit www.raycsh-d.com for more info.

June 22
Legend Quest Bike Run and Bike Show
AJ's on 142nd Avenue in Dorr, MI Regis 9 -10am. All you can eat breakfast buffet. \$20.00 per bike and \$10.00 for passenger. Proceeds to benefit Quest Ministries sending Special Needs Children and Purple Heart Veterans. More info contact Chad at 616-502-3199 or Janet at 616-502-3068 or mad-chiller6972@yahoo.com

June 23
Poker Run Ray C's H-D, Lapeer, MI Visit www.raycsh-d.com for more info.

June 23
ABATE Reg 12 Annual Poker Run
Eagles, Lawton, MI Great prizes, sign up at 11am, Kickstands up at NOON For more info contact Jackie 269-330-1542

June 26-29
SturgisFest 2013
Downtown Sturgis, MI, Motorcycle Rally, More info at www.sturgisfestmi.com

June 28-29
Thunder on the Grand
Barry Expo Fair Grounds, Hastings, MI. 100% of \$ raised goes to 3 children's foundations related to Cancer. More info at www.thunderonthegrand.com or 517-282-9846

June 30
Jack Morse Ride
Fremont Moose, MI. 9am breakfast, 11am Depart, for more info contact Dave 231-329-4063

JULY

July 6
AMA Motocross- Red Bud National
Red Bud Trail, Buchanan, MI For more info visit media@mxsportsproracing.com

July 9-14
Rivertown Bike Week Expo
DeltaPlex Arena, Grand Rapids, MI. Benefits Wounded Warrior Project. For more info call 616-437-0973 or visit www.rivertownbikeweek.com

July 12-13
Wheels of Thunder
Grass Lake, MI Battle of the bands, vendors, custom bike builders, poker run, stunt riders, free admission, contact Joe for more info 517-474-6222 or smokenjoe63@yahoo.com

July 13
3rd Annual Ride for the Walk Poker Run
Mulliken Roadhouse, Mulliken, MI. Sign in at 10am, kick stands up at 10:45am. \$10 bike, \$5 passenger, door prizes and live music. More info e-mail jberry3412@yahoo.com

July 13
Freedom Run
Starts at Hot Rod H-D. Reg. at 11am, departs at Noon. See www.hotrodhd.com for more info.

July 14
28th Peotone (Illinois) Motorcycle Show & Parts Expo (Indoor/Outdoor) Will County Fairgrounds, Peotone, IL 10am- 4pm, more info www.paragonpromotion.com.

July 14-21
Ogemaw Hills Bike Week
Ogemaw County Fairground, West Branch, MI. For more info call 989-896-6429 or visit www.ogemahillsbikeweek.com.

July 18
2013 Tecumseh Classic Car, Bike & Bicycle Show Series
United Bank & Trust Hickman Financial Center parking lot, Tecumseh, MI. Check in at Gregory's Barber Shop from 5:30-7pm, more info at 517-424-6555 / 517-424-6003 or email kwelch@tecumseh.mi.us.

July 18-21
7th Annual Muskegon Bike Time
Downtown Muskegon, MI More info at 317-236-6515 or www.muskegonbike-time.com

July 19
Harley's at the Dragway Milan Dragway, MI. 4pm -- 12am, (See full page ad this issue).

July 25
Grand Rapids H-D Bike Night Grand Rapids H-D, MI. Music by Drop 35, (See full page ad this issue) or go to www.grandrapidsharley.com.

July 25-27
Michigan State HOG Rally
Alpena, MI Music, activities and vendors. For more info call 517-930-1509

AUGUST

August 3
Northhaven Resort Biker Bash Weekend
Brooklyn, MI. Motorcycle rally, clothing optional, poker run, on-site camping. More info email velmaatnorthaven@aol.com or call 517-592-6170.

August 4
2nd Annual Kevin "Moses" Memorial Ride Museum of Moses, Vogel Center, MI. 11am. UPS 98.5 Michael J will be live, no fees, all donations to the museum, hamburgers, hot dogs and home-made ice cream, prizes and raffle for 110th Anniversary collectibles. For more info contact Karla 231-825-2219.

EVENT LISTINGS ARE FREE!!!

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Zips' Shake the Winter Blues

by Pooch



Man, what a strange juxtaposition, going through near white-out conditions to get to a motorcycle event. Where else to have this kind of fun, but in "The Mitten". Although it wasn't a huge blizzard, more like a squall, it still made me wait even longer to get over to Zip's 45th Parallel H-D in Gaylord and try to shake my winter blues. Being my first event at Zip's I had no idea what to expect. I certainly didn't expect to see Elvis, but more on that later. Well, I was not disappointed. Zip certainly knows how to have a good time. Everything started at approximately 11am. I was a little behind schedule due to the aforementioned "mitten event". Lots of folks were already there when I arrived shortly before noon. The friendly staff of Zip's made the rounds, making sure to say Hello to all. It didn't matter if you were a FNG like me, or one of the old friends from years past. The staff did their best to see that everyone had a good time. Everyone, it seemed, had to get caught up on all the latest news, whether it cycle related or not. "Did you see _____ new bike?" "Man, I can't wait for Bike Night at _____." Hmmmmm. Seems I wasn't the only one to need a change of seasons.....for a multitude of reasons.

There was food, beverages (even barley pops for us big kids), a fashion show from the Spring Motor Clothes Collection and some excellent music by a downstate group, Griff and John's Afterhours Experience, with special guest, Angelo Santelli. From the guitar, to the harmonica and vocals, these three guys rocked the house. If you get a chance to see these guys, I wholeheartedly recommend it. Long story short, they ROCK!! I'm still singing "5 Days" in my head. In fact, I hear they've played the last few years at the Blessing of the Bikes in Baldwin.

I saw plenty of people buying new parts, accessories and clothes. Even saw a couple looking really hard at a new Ultra. Hopefully they will be able to strike a deal before the good weather gets here. I'm sure Elvis will take good care of them. That's right, I said Elvis. He's alive and well and selling Harleys at Zip's. Stop in and tell him "POOCH sent me."

So, by about 3pm things started to wind down. After all the eating, drinking and merry making, everybody was ready to head back out into the afternoon air. Thankfully the snow had stopped. All in all, it was a great afternoon. And many thanks to Zip, Jenni, Kristi and all the all rest of Zip's staff for making it a real good afternoon. Maybe next time something even more fun, I'm thinking test rides. OK, you knew or should've known it was coming..... Elvis has left the building.

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FREEDOM RUN

By Gary Bredeweg

The Freedom Run held, in Muskegon for the past five years, has been an event that has grown by leaps and bounds. This one day event, like most, started small and has continued to grow from a small number of riders, to now hosting over a thousand riders strong according to the count in 2012. When we hear the word freedom, the first thought to our minds is our military and freedom of our country. Well, this gathering is just a little different. This event is geared more in the direction of fallen and lost riders, as everyone knows, we lose brothers and sisters each and every day that hold a lot of the same passions we do and that's on two wheels, wind in your face touring our great states. As we look at what this ride has done for the residents of west Michigan with huge donations to local charities in 2011 was in excess of \$17,000, and for 2012 was \$33,000. Each and every year, a different charity is chosen by the organizing group of this



event with one third of the proceeds each year going to the Waves of Hope. Sixteen different riding clubs and organizations joined in this event last year not to reflect on the lives lost, but to look back on the lives they lived with us as they too shared a lot of the same interest that we do..

The past few years Hot Rod H-D of Muskegon has hosted the start of this ride along with Brooklyn Bagels of North Muskegon providing

coffee and bagels to patrons before they set out on the self-guided ride through some of west Michigan's most scenic by-ways. With only a few stops along the way of the eighty plus mile ride, the ending is by far the most enjoyable, as a flag raising ceremony, moment of silence and music in the background was sure to pull that tear from one's eye as the name of each fallen rider of each group is called. I myself hope to be a part of this event with dates being set for July 13, 2013 as I look on this coming year's event....



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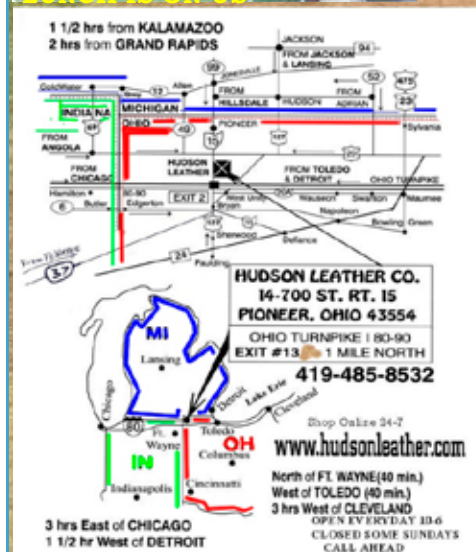


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NCOM NEWS BYTES 10-06
Compiled & Edited by Bill Bish,
National Coalition of Motorcyclists

LEGISLATION WOULD PROHIBIT E15 GAS PENDING FURTHER INVESTIGATION

Congressman Jim Sensenbrenner (R-WI) has introduced H.R. 875, which would require the Environmental Protection Agency to stop the use of gasoline containing 15% ethanol (E15) until its harmful effects are investigated further.

H.R. 875, introduced on February 28, would repeal the EPA's waiver decision approving the use of E15 and the authority of the agency to grant further decisions until the EPA seeks an independent scientific analysis of the effects of the E15 blend.

"There have been several tests and warnings highlighting E15's harmful effects on engines and their components, but they have all been dismissed by the EPA. Therefore, we must force the EPA to stop the use of E15 fuel until the serious safety, durability, performance and environmental concerns have been addressed," announced Rep. Sensenbrenner.

Sensenbrenner has introduced several bills to address the risks associated with E15, and his latest legislation to halt the sale of the 15% alcohol blended fuel until further studies are completed, came less than a week after witnesses from automobile and motorcycle industry and consumer groups testified before the Science, Space and Technology Committee that more testing is needed.

"We have a responsibility to ensure that Americans using gas-powered machinery – whether it be cars and boats or chainsaws and lawnmowers – are not put at risk due to faulty fuel that has not been adequately vetted," Sensenbrenner said.

BILL INTRODUCED IN CALIFORNIA TO REGULATE LANE SHARING

No sooner had the California Highway Patrol published guidelines on how to safely maneuver your motorcycle between lanes of slow-moving traffic, than SB 350 was introduced by State Senator Jim Beall (D-San Jose) to codify the rules into law.

California is the only state that allows "lane sharing" or "lane splitting," precisely because there are no laws against it; though officers have a variety of charges they can levy against a reckless rider such as unsafe lane change or too fast for conditions.

Beall's bill would restrict the practice by prohibiting motorcycles from splitting lanes unless specifically allowed; "...when a highway has been divided into three or more clearly marked lanes for traffic traveling in the same direction, a person operating a motorcycle shall not pass another vehicle in a portion of a lane occupied by that vehicle unless the following conditions are met:

- (1) The passing occurs during traffic congestion.
- (2) The passing occurs at a safe speed."

Following furious feedback from motorcyclists opposed to over-regulating an act that 87% report doing almost daily during crowded commutes, Sen. Beall soon pulled his proposal and turned it into a two-year bill for future reconsideration.

In the meantime, although ABATE of California did not initiate the measure, the group will work with Beall to amend the language, and vows "...our goal is to ultimately submit a bill that addresses the concerns of the motorcycle community; a bill that can be supported and endorsed by the ABATE membership. If the final bill doesn't meet ABATE's requirements, ABATE will vigorously oppose the bill and try to kill it."

DRIVERS CAUSE MOST CRASHES WITH MOTORCYCLES, RESEARCH SHOWS

For motorcycle riders, people in "cages" bear a disproportionate share of the blame for the high number of motorcycle crashes, while car drivers feel careless motorcyclists careening in and out of traffic are putting their own lives at risk. So who's mostly to blame when four-wheel and two-wheel vehicles collide? According to a recent Florida Department of Transportation study, bikers are right. Motorists driving cars and trucks are mostly at fault, often failing to yield the right of way to the smaller vehicles.

In analyzing 10 years of Florida motorcycle crashes, Chanyoung Lee, a senior researcher at the University of South Florida's Center for Urban Transportation Research, found that 60% of the time motorists in other vehicles are at fault when they collide with motorcycles.

But the study uncovered more: When looking at all motorcycle crashes, motorcycle operators bear a lot of responsibility as well. They have a significantly higher number of single-vehicle crashes than other drivers. Some 34% of motorcycle crashes involve one vehicle, according to the study, compared to only 19% of car crashes involving one vehicle. When looking at really severe and fatal motorcycle crashes, 50% involve just the motorcycle and no other vehicle, but when multiple vehicles are involved, greater blame falls on four-wheeled drivers. And most motorcycle crashes involve other vehicles.

But it's also a matter of awareness, according to Lee, who is part of FDOT's Motorcycle Safety Coalition. In driver surveys, FDOT has asked people how often they see motorcycles. Those with motorcycle endorsements on their driver's licenses report seeing motorcycles all the time, while those without endorsements who live in the same area report occasionally seeing motorcycles.

Due to minimal levels of protection to their riders, approximately 80% of motorcycle crashes result in injury or fatality, according to the Network of Employees for Traffic Safety, while only 20% of passenger car crashes injure or kill the vehicle occupants.

MMA HELPS DEFEAT SOUND WARRANT IN YARMOUTH, MA

The Massachusetts Motorcycle Association (MMA) is pleased to report that a town bylaw proposal has been successfully defeated in Yarmouth. With short notice, the MMA in concert with the Yarmouth Chief-of-Police and Deputy Chief attended a recent Board-of-Selectmen meeting and were successful in convincing the board that such a Bylaw would be unsuccessful.

Armed with prior testimony used successfully around the state, including used to overturn a similar bylaw passed in Falmouth and subsequently struck down by the Commonwealth Attorney General, MMA Legislative Director Rick Gleason joined the Chief and Deputy Chief of the Yarmouth Police Department in their argument that Town Bylaws cannot exceed State Law, and that such a measure would essentially be meaningless.

The MMA has long held strong opposition to the use of the OEM EPA Stamp on stock exhausts as an enforcement tool, because it is a consumer protection mechanism and not meant to be used against the consumer. It is also hard to locate on many models of motorcycle, hidden under seats on sport bikes, under



NEWS BYTES

saddle bags of cruisers, or simply facing the wrong way for aesthetic reasons. Most critically, per the very regulation that entitles it, it expires in one year or 3,729 miles, whichever comes first!!

Instead, the MMA (www.MassMotorcycle.org) continues to hold a firm belief that the existing laws on the books are sufficient if properly implemented and enforced, specifically that simple test procedures do exist for muffled exhaust, whether replaced with after-market or not, with a reasonable sound level.

LICENSE PLATE CAMERAS - A NEW WAY TO NAB SCOFFLAWS

First came red light cameras attached to traffic lights to catch drivers trying to beat the light; then came speed cameras along the roadway to ticket lead-footed speeders; but now police are deploying cameras in their cruisers to scan our license-plates in order to get instant feedback on unpaid tickets and other warrants.

It also allows authorities to monitor where average citizens might be at any particular time. That bothers some privacy advocates and organizations like the ACLU that oppose public intrusions into individual privacy. The groups are becoming more alarmed about license plate tracking as a growing number of police departments acquire the technology for electronic surveillance of traffic on public street

Little Rock, AR Police Chief Stuart Thomas said the law enforcement benefits outweigh any concerns about possible abuse of the information, which, as a public record, is legally available for anyone to see.

Lawmakers in several states, including Minnesota and Utah, have suggested setting a time limit for their departments regarding how long such data can be collected and stored, but many places like Little Rock have no set policy and have a growing archive of license plate photos, along with time stamps and the locations, showing where motorists were at certain times.

Privacy advocates worry about the potential uses for such outside law enforcement, from snooping by stalkers and private investigators to businesses that sell personal data. "Given how few rules are currently on the books to protect our privacy, it's plausible that private investigators and data-mining companies could acquire this location data," said ACLU staff attorney Catherine Crump, adding that the organization has requested more information from government agencies, but hasn't filed any lawsuits.

AUSTRALIA BANS BROTHERS BEHIND BARS

Since last Nov 19, the Australian State of Queensland in Northeastern Australia has banned the distribution of the monthly newsletter "Brothers Behind Bars" in its prisons. Brothers Behind Bars is a digest of biker club and motorcycle news edited by retired Sons of Silence patch holder Iron Mike Davis, and is an outreach program supported by the National Coalition of Motorcyclists (NCOM). BBB is specifically aimed at motorcycle club members and is stubbornly non-partisan.

Mike Davis was notified that the words he publishes were illegal in Oz with a peremptory, unsigned form letter from the government of Queensland that read in full: "On 7th of November 2012 Queensland Corrective Services issued a directive from head office that all correspondence between prisoners who are members of an Outlaw Motorcycle Gang (OMCG) & OMCG members & associates was to cease immediately. As a result the author of this letter has been identified to be either a member or associate of an OMCG as such your mail has been returned to you."

Iron Mike recently told The Aging Rebel (www.agingrebel.com), "Something

I've said for years: 'Australia today, Canada tomorrow, and the U.S.A. the day after.' I truly believe countries like Canada, Germany, U.S.A., and others are watching to see what works in Australia to outlaw motorcycle clubs – starting with the 1%er ones."

The Aging Rebel article went on to describe "Anti-Bikie Laws" down under: "Queensland has been trying to outlaw motorcycle clubs since 2009 when the state passed legislation formally called the Criminal Organisation Act of 2009. These anti-bikie laws give police the power to declare which organizations are criminal & which are not. Similar sets of laws have been passed in the Australian states of New South Wales & South Australia, and have been challenged in the courts by the Hells Angels, Finks & Rebels MCs. Australia's strategy has been difficult to implement in the United States because the U.S. Constitution specifically guarantees citizens' & visitors' rights to move freely, assemble peaceably, to keep & bear arms & to express themselves freely in numerous ways including the right to wear a patch on your back. Various Fed police forces in America including the FBI, the ATF & increasingly the Dept of Homeland Security have attempted to subvert these Constitutional guarantees using the Racketeer Influenced And Corrupt Organizations Act (RICO) & in several recent cases trademark law."

CANADIAN RIDERS BALK AT HEFTY INSURANCE HIKES

Premier Brad Wall says "maybe mistakes were made" and the Saskatchewan government will revisit motorcycle insurance rate hikes proposed recently by Saskatchewan Government Insurance. "Our MLAs are reporting a lot of feedback on the issue, not just from those who are riders or have motorcycles, but others in general who note that these increases seem to be very high," Wall told reporters.

When the legislature reconvenes for its spring session next week, the Saskatchewan Party caucus will discuss its next steps, Wall said. He said he's not convinced SGI has exhausted all of its options to help eliminate a \$9-million deficit between crash injury payouts and fees charged to motorcyclists. "Obviously, what's being proposed by SGI for the rate rebalancing means huge increases and immediate increases, if approved, for riders," Wall said.

SGI's proposal to the Saskatchewan Rate Review Panel would mean a sudden 73% jump in insurance costs for the average motorcycle owner, compared to an overall vehicle insurance rate increase of 1.03%. The move prompted a backlash from bike enthusiasts and business owners, who fear a big blow to new and used bike sales which could devastate the motorcycle industry.

If approved, the rate increases would take effect in August, but Wall said the chance is "slim" the proposal will stay as is. He wants the government and SGI to look at other creative options, such as using better price incentives to reward motorcyclists who have taken training courses.

QUOTABLE QUOTE

"I am not a product of my circumstances. I am a product of my decisions."
~ Stephen R. Covey (1932-2012) author, one of Time magazine's 25 most influential Americans

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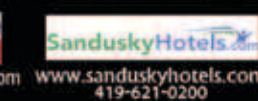


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