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Fall colors, time to ride north!

Yes, sadly our summer is starting to wrap up, but with that comes the leaves changing color and that makes for some really great riding. Anyone that doesn't ride wouldn't know what we experience on our rides as we can look around with no obstructions at that sky, trees and breathe that air in and truly experience it all. You can't get that from being in a vehicle even if you have a sunroof and all the windows down. We know something they don't and never will and that's why we saddle up and ride to wherever we just plain want to go! Freedom!

Still looking for those photos of you in your Thunder Swag! Email them to me and you just might find yourself in Thunder Cam. We have a few this month to share with you! Also, if you are interested in becoming a part of the Thunder Roads family please check out the available territories on the staff page. If you live in one of those areas and would be interested in being a representative send me an email.

Last month the biker friendly character was on page 27, bottom left picture. Check out the Biker Friendly Directory to see the character you are looking for (much smaller version) and see if you can find him this month!

As always, let's be sure to patronize our awesome advertisers! They are why Thunder Roads of Michigan is the # 1 Free to Readers Motorcycle Magazine in the state and why it can be FREE to you each and every month!

Now for some "Mo" Advice:

There comes a time in our lives when you've been through or have seen enough that very few people surprise you anymore. Just when you think that you hear something and you would have to be picked up from the floor to believe it... remember sometimes people do things for shock factor or they feel that have to prove some point to others, maybe even themselves! Like my dear cousin Eric used to say, "That which is in the dark always comes to light".



Jody Mohowitsch



“MILD HOGS”

ANNUAL TOUR GOES TO NOVA SCOTIA



PICTURED FROM LEFT TO RIGHT
Tom Radewahn, Lynell Radewahn, Diane Doyle, Candy Harsh, Mark Doyle, Ron Harsh, Vern Weber, Yvonne Weber



By Tom Radewahn

Each year the “Mild Hogs” group takes a scenic bike adventure, and this year took in the picturesque Nova Scotia. The route took us through Niagara, the Adirondacks, Lake Placid, New Hampshire White Mountains, Vermont, Maine, ferrying across from St. Johns New Brunswick on to Digby, where we were just a little early for the Harley National Bike week being held in five days. We then toured the entire coastal area of lower Nova Scotia, finishing with the Northern Cape Breton’s Cabot Trail, which was breathtaking. We weren’t quite finished with our sightseeing so we rode the northern trails of New Brunswick and snaked our way through Quebec and Ontario with a trip across the mighty Mac to get us back home. Just over 4,000 miles in fifteen days and a trip worth taking. Next year’s trip is now in the making and will likely take us back to the glorious moun-

tains and scenic destinations of the Western USA.

Our only trip delay came with a bike failure on Labor Day Saturday just north of Quebec City. We nursed the bike to the Premont Harley Dealer in Downtown Quebec, and yes it was a traffic nightmare. They were having their annual customer party with thousands in attendance and being late in the afternoon, we feared we would not be traveling again until the following Tuesday. Owner Laurent Premont pulled a mechanic out from crowd duties and within an hour, we were back on the road with an \$81.00 invoice behind us for a blown gasket. As always, hats off to the Harley Dealers around the country for keeping all of our bike groups on the road and out of the shop. This is why Harley Davidson is simply the best. And, the French we learned; Schitchya!! A term that seems to be universal.



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VETERANS CORNER



VA Focuses National Attention on Suicide Prevention Month 2013

Collaborates with Communities to Help Veterans Access Mental Health Support

WASHINGTON — In recognition of September as Suicide Prevention Month, the Department of Veterans Affairs is mobilizing people and organizations nationwide to support Veterans in crisis and spread the word about VA mental health services.

Throughout the month, VA suicide prevention coordinators at all 151 VA medical centers will organize community events, host health fairs, lead training sessions and work with VA Voluntary Service to improve Veterans' lives. VA is also launching a new Suicide Prevention Month public service announcement, "Talking About It Matters" nationwide in September.

"VA's highest priority is the mental health and well-being of the brave men and women who have served our Nation. Even one suicide is one too many," said Secretary of Veterans Affairs Eric K. Shinseki. "VA is a leader in providing high-quality mental health care that improves and saves Veterans' lives. We know that treatment works, and there is hope for Veterans who seek mental health care."

This year's theme, "It Matters," emphasizes the people, relationships and experiences that matter to Veterans and their loved ones, reinforcing their personal connections and giving their lives hope and meaning. To spark conversation about the difficult topics of suicide risk and prevention, VA will unveil a photo-sharing campaign, "Show Us What Matters," and will invite Veterans and their loved ones to upload photos of the special people in their lives to VeteransCrisisLine.net/ItMatters.

"When a Veteran is in crisis, even one small act can make a lifesaving difference," said Dr. Robert A. Petzel, VA's Under Secretary for Health. "It's up to all of us to understand the signs of crisis and look out for the Veterans in our lives. And when we are concerned, we need to reach out and tell someone."

Throughout the summer and through September, VA is holding Mental Health Summits at all 151 VA medical centers to further engage community partners, Veteran Service Organizations, health care providers and local governments, and to address the broad mental health needs of Veterans and their families and show them they matter. VA is calling on supporters to educate their networks to recognize suicide warning signs and encourage Veterans in crisis to call the Veterans Crisis Line (1-800-273-8255 and Press 1), chat online at VeteransCrisisLine.net/Chat or text to 838255 – even if they are not registered with VA or enrolled in VA health care. All Veterans Crisis Line resources are optimized for mobile devices.

"We urge Veterans' loved ones—and everyone—to show support for Veterans during Suicide Prevention Month and throughout the year," said Dr. Janet Kemp, director of VA's Suicide Prevention Program. "Learn to recognize the risk of suicide and let Veterans know that caring, confidential support is only a call, click or text away. Families, friends and co-workers need to work together to provide a network of support for Veterans in our communities. We're all in this together."

Anyone can support Veterans by:

Encouraging a Veteran who needs help to call the Veterans Crisis Line. Remind them that it takes courage to seek help.

Connecting with a local Suicide Prevention Coordinator and taking part in a local event.

- Watching the new Suicide Prevention Month public service announcement, "Talking About It Matters"
- Downloading an electronic toolkit to share Suicide Prevention Month web badges, banners, blog posts and social media content.
- Sharing a photo at VeteransCrisisLine.net/ItMatters.
- Tweeting your friends and loved ones with the following message: "One small act can make the difference. This #SuicidePreventionMonth, help #Veterans access the support they've earned: VeteransCrisisLine.net."

VA has implemented comprehensive, wide-ranging suicide prevention initiatives, including a toll-free Veterans Crisis Line, placement of Suicide Prevention Coordi-

nators at all VA medical centers and large outpatient facilities, and improvements in case management and reporting. The Veterans Crisis Line, online chat and text-messaging services offer free, confidential support, 24 hours a day, seven days a week, 365 days a year, to Veterans, their families and friends.

Veterans, or anyone concerned about a Veteran, can call 1-800-273-8255 and Press 1, chat online at VeteransCrisisLine.net/Chat or text to 838255 to receive support - even if they are not registered with VA or enrolled in VA health care. All Veterans Crisis Line resources are optimized for mobile devices.

Since 2007, the Veterans Crisis Line has answered more than 890,000 calls and made more than 30,000 lifesaving rescues. In 2009, the Veterans Crisis Line added the anonymous chat service, which has had more than 108,000 chats.

To further expand access to quality mental health care, VA has hired over 1,600 mental health clinical providers to meet the goal outlined in an executive order. Additionally, VA has hired over 2,005 mental health clinical providers to fill existing vacancies.

VA's mental health workforce totals nearly 20,300. In fiscal year 2012, VA provided specialized mental health care to more than 1.3 million Veterans. The department has an aggressive recruiting campaign underway among mental health specialists to ensure Veterans continue to receive the best mental health care anywhere.

Information provided by U.S. Department of Veterans Affairs
Special Thank You to the employees and loyal readers at the
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OCTOBER 18

Dr. Thomas, Podiatrist, will hold educational sessions the 3rd Friday of each month at 3:00 p.m. until 4:00 p.m. in the Medical Center Auditorium regarding foot care and treatment.

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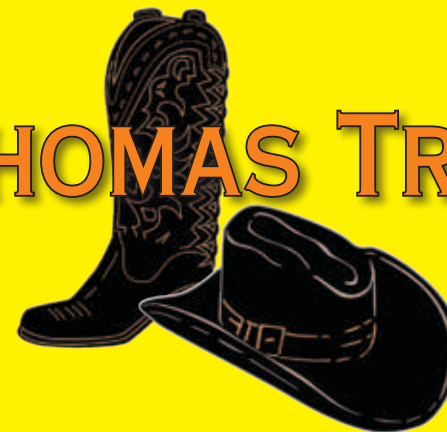


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The Motorcycle Lawyer on THE LAW

What is Michigan's Motorcycle Endorsement?

If you mention Michigan's motorcycle endorsement to somebody who lives outside the State of Michigan, you're likely to get a blank stare in response. Often, they will reply "Oh, you mean a motorcycle license?" In fact, Michigan's motorcycle endorsement is not a separate driver's license, but a special qualification on your regular driver's license that allows you to legally ride a motorcycle in Michigan. The designation for a driver with a motorcycle endorsement is CY.

What is a motorcycle?

Before we go into what you need to do to get your endorsement, let's define what constitutes a motorcycle. According to Michigan Compiled Law (MCL) 257.31, a motorcycle is "every motor vehicle having a saddle or seat for the use of the rider and designed to travel on not more than three wheels in contact with the ground but excluding a tractor." It is important to understand that this definition is different than the definition of "motorcycle" used in Michigan's No-Fault law, and may also differ from the definition provided in your vehicle insurance policies.

How do you get a motorcycle endorsement?

In order to get a motorcycle endorsement, you first need a regular driver's license. Once you have that, you need to:

Pass both a vision test and written test at a Secretary of State office.

Pass a rider skills test from a certified testing organization, or complete a certified safety course.

Bring proof that you passed the test or completed the course to a Secretary of State office, along with enough money to cover the cost of the endorsement. The initial endorsement costs \$13.50, and renewals are only \$5.

Is a trike a bike?

In fact, three-wheeled bikes (trikes) are not covered by a regular motorcycle endorsement. There is a separate driving test and endorsement for trike riders in order for them to be legal on the roads. Michigan's Law, MCL 257.312b(3) covers that: "A motorcycle endorsement issued to a person who operates a 3-wheeled motorcycle or an autocycle shall be restricted to operation of that type of motorcycle and does not permit operation of a 2-wheeled motorcycle. The Secretary of State shall develop a driving test specifically pertaining to an autocycle or a 3-wheeled motorcycle."

Why do you need a motorcycle endorsement?

If you are pulled over and do not have a valid motorcycle endorsement, it could cost you two points on your driver's license and cause you to pay a fine. That's not the worst of it though; I have worked with several clients who were in crashes without having a valid motorcycle endorsement. In those cases, the defense attorney tried to paint my client as inexperienced and flouting the law.

Obviously, not having an endorsement does not necessarily mean you are inexperienced. To combat the defense's argument, I show how long my client has been riding, all the training and experience they have, and how it was actually the car or truck driver's conduct that caused the crash.

If you are in a crash, not having a motorcycle endorsement doesn't limit your eligibility to receive no-fault benefits if they are otherwise payable; as long as a "motor vehicle" such as a car, truck, tractor trailer, and so on was "involved" in the crash, and you own and insure the bike you are riding when the crash occurs, you can still be eligible for no-fault benefits, even without a motorcycle endorsement.

If you ride, I recommend obtaining a motorcycle endorsement; It's The Law. Why subject yourself to two points on your license and a fine? Further, in a crash scenario, why even give the negligent driver's lawyer the chance to claim that you were acting illegal and are inexperienced? For fifteen bucks and a little bit of your time, they won't have the chance.

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. Call Attorney Jason Waechter toll free at 1-877-BIKER LAW. Or visit www.motorcyclelawyermichigan.com



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A male patient is lying in bed in the hospital, wearing an oxygen mask over his mouth and nose. A young student nurse appears and gives him a partial sponge bath.

"Nurse," he mumbles from behind the mask, "are my testicles black?" Embarrassed, the young nurse replies, "I don't know, Sir. I'm only here to wash your upper body and feet."...

He struggles to ask again, "Nurse, please check for me. Are my testicles black?"

Concerned that he might elevate his blood pressure and heart rate from worrying about his testicles, she overcomes her embarrassment and pulls back the covers.

She raises his gown, holds his manhood in one hand and his testicles in the other.

She looks very closely and says, "There's nothing wrong with them, Sir. They look fine."

The man slowly pulls off his oxygen mask, smiles at her, and says very slowly, "Thank you very much. That was wonderful. Now listen very, very closely:

Are - my - test - results - back?"

A single guy decided life would be more fun if he had a pet. So he went to the pet store and told the owner that he wanted to buy an unusual pet.

After some discussion, he finally bought a talking centipede, which came in a little white box, very upscale, to use for his house.

He took the box back home, found a good spot for the box, and decided he would start off by taking his new pet to his local pub for a drink with him.

So he asked the centipede in the box, "Would you like to go down to the pub with me tonight? We will have a really good time and you can meet all my buddies." But there was no answer from his new pet. This kinda' bothered him a bit as he wondered if he had gotten scammed and paid for a talking centipede but got one with no voice. He waited a few more minutes and then asked again, "How about going down to the pub with me?" But again, there was no answer from his new pet. So he waited a few minutes more. The guy decided to invite the centipede one last time.

This time he put his face up against the centipede's beautiful white box and shouted, "Hey, in there!

Would you like to go to the pub with me or not, then? A little voice came out of the box, "For cryin' out loud, I heard you the first time. I'm putting my f***in' shoes on here, mate".

HAPPY HALLOWEEN ALL YOU BOOS & GHOULS.

A young family moved into a house, next to a vacant lot. One day, a Construction crew turned up to start building a house on the empty lot. The young family's 5-year-old daughter naturally took an interest in all the activity going on next door and spent much of each day observing the workers.

Eventually the construction crew, all of them "gems-in-the-rough", more or less, adopted her as a kind of project mascot. They chatted with her, let her sit with them while they had coffee and lunch breaks, and gave her little jobs to do here and there to make her feel important.

At the end of the first week, they even presented her with a pay envelope containing ten dollars. The little girl took this home to her mother who suggested that she take her ten dollars "pay" she'd received to the bank the next day to start a savings account.

When the girl and her mom got to the bank, the teller was equally impressed and asked the little girl how she had come by her very own pay check at such a young age.. The little girl proudly replied, "I worked last week with a real construction crew building the new house next door to us."

"Oh my goodness gracious," said the teller, "and will you be working on the house again this week, too?"

The little girl replied, "I will, if those a-holes at A to Z Depot ever deliver the f***n' sheet rock."

Do not walk behind me, for I may not lead. Do not walk ahead of me, for I may not follow. Do not walk beside me either. In fact, just pretty much leave me alone.

There are two theories to arguing with women. Neither one works.

One Sunday morning, Satan appeared before a small town congregation. Everyone started screaming and running for the front church door, trampling each other in a frantic effort to get away. Soon, everyone was gone, except for an elderly gentleman who sat calmly in the evacuated pew.

Satan walked up to the man and said, "Don't you know who I am?"

The man replied, "Yep, sure do."

Satan asked, "Aren't you going to run?"

"Nope, sure ain't," said the man.

Very upset at this disrespect, Satan asked, "Why aren't you afraid of me?"

The man calmly replied, "Been married to your sister for over 48 years.

Bring it on, buddy.

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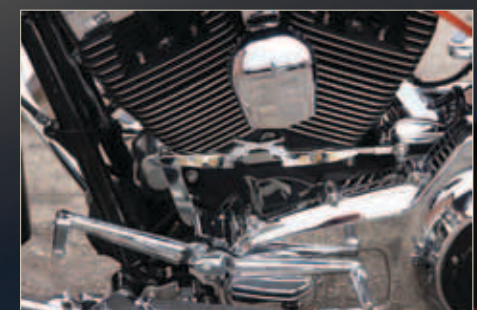


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In 1999, I (Mark) started doing small spaces at swap meets, selling parts I had. As years went by, I started buying and selling more and getting larger. Up until about 6 years ago the parts sale part engulfed my life. My house was completely full of parts, I had no furniture just a house full of parts, guys were stopping to buy parts at all hours of the day and night. I became somewhat known to the Harley community as a part supplier (some call me, "Oak Park Mark"). As of last year December, I made the decision to move out of my house (my son Eric almost forced me into moving out) and into a building and to start a business. I didn't expect it to turn out the way it did, with it becoming so busy so fast. I truly enjoy what I am doing and the environment of the Harley world and being so involved in it at this level.



As far as the Road King goes, it has always been a passion of mine to be able to build one that has everything on it that I like and enjoy, without it becoming too gaudy. Really, the idea is to make it look as good as possible using really nice parts while keeping the overall look of the bike really classy. This proves to me that you can, from up front, build a bike exactly the way you want and be satisfied and secure that this is a good motorcycle that you can ride for years and years!

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READERS RIDES



Tribute to the Beirut Barracks Bombing

By Kathleen Howell

Donnie Gene Phipps, Jr., of Taylor, served in the United States Marine Corps from 1981 to 1985, in the 1st Battalion, 8th Marines Bravo Company, 2nd Platoon. In 1982, U.S. Marines were deployed to Beirut, Lebanon as a peace keeping force, along with units from Italy, France and the United Kingdom.

In the early morning hours of October 23rd, 1983, a truck carrying 2000 pounds of explosives was driven into the barracks at the airport where they were stationed. The blast leveled the four story building and killed 241 U.S. service personnel, the true beginning of our war on terror.

Donnie Gene is here today to tell the story because on Friday, October 21st, he was called away to the American Embassy, about five miles from the barracks, to serve Embassy Guard duty. The attack took place two days later, and sadly, two of his close friends lost their lives that day amongst the others.

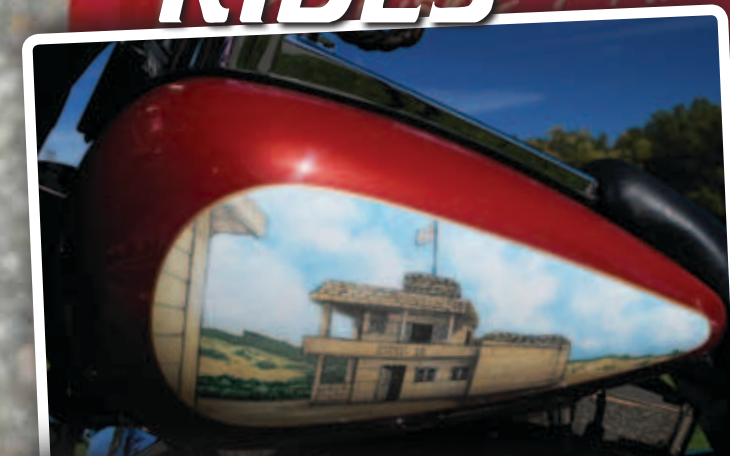
In 2008, for the 25th anniversary of the attack, Dion Miller of Dr. Dion's Painting in Wyandotte painted Donnie Gene's 2002 Harley Davidson Standard FLHP, a retired police bike. Both saddlebags and fairing display the image of the memorial in Camp Lejeune, Jacksonville, North Carolina, along with the names of friends that survived, and those that did not.

October 23rd will mark the 30th anniversary of the Beirut Barracks Bombing, and on a happier note, Donnie Gene is still in contact with several friends from the Marine Corps that survived the attack. This month, he and his wife, Nicole will ride with them to Camp Lejeune in Jacksonville, North Carolina, to visit the memorial and remember those who were lost. He sends out a special thanks to his Marine brothers and their families for being a huge part of his life over the past 32 years.

Those who know him recognize him a mile away from the gigantic American flag that flaps from the flagpole attached to his bike. If you've seen him on the road, now you know his story.

Donnie, thank you for sharing with us your story, your commemorative bike graphics and above all, your service.

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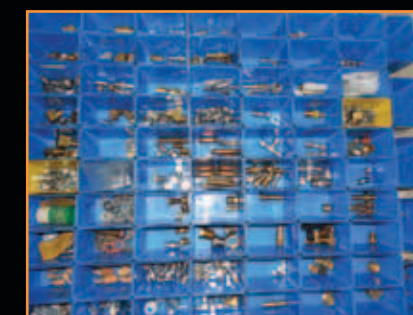
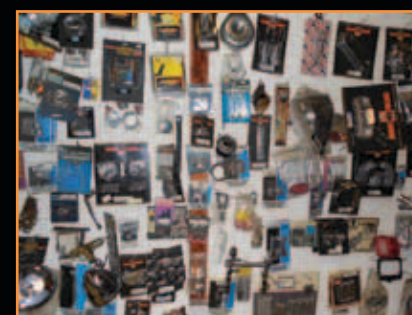
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NCOM NEWS BYTES 10-06
Compiled & Edited by Bill Bish,
National Coalition of Motorcyclists

“2 MILLION BIKERS TO DC” TRUMPS “MILLION MUSLIM MARCH”

A few dozen demonstrators attending a rally on the National Mall, once billed as the “Million Muslim March”, were vastly outnumbered by hundreds of thousands of motorcycle riders from across America participating in the “2 Million Bikers to DC” ride to honor September 11 victims and to counter the pro-Muslim rally that many said was inappropriate for such a solemn day in U.S. history.

The American Muslim Political Action Committee scheduled the rally to draw attention to what it said is an unfair and ongoing fear of Muslims after the Sept. 11 terrorist attacks. Among the bikers, however, the provocatively scheduled rally was considered an insult to the nearly 3,000 people who died on Sept. 11, 2001, when Islamic terrorists hijacked three commercial jets and crashed them into the World Trade Center buildings in New York and the Pentagon in Arlington. Another hijacked plane headed for Washington, D.C. crashed near Shanksville, Pennsylvania.

Though the biker gathering fell short of 2 million strong, some estimates ran as high as 880,000 riders, and “What began as an idea on Facebook quickly turned into a national movement thanks to social media and dedicated bikers from around the nation,” wrote the Examiner.com; and as bikers from as far away as the west coast began their journey to D.C., Twitter lit up with photos and videos showing thousands of bikes overflowing out of rest stops and parking lots as the hastily organized ride gained momentum.

So many turned out that plans to have them ride through the streets of the Capital had to be changed, particularly in light of the fact that local authorities denied a permit that would have provided the riders a police escort through traffic -- a sore spot with organizers who believe the denial was for political purposes.

“We didn’t need a permit in the first place,” National Event Organizer Belinda Bee told a local Fox News station, citing D.C. law; “it shall not be an offense to assemble or parade on a District street, sidewalk, or other public way, or in a District park, without having provided notice or obtained an approved assembly plan.” So the event went on -- legally -- without the permit, although the group apologized to the public that “What could have been a one or two hour ride through” tied up Beltway traffic from early morning into the afternoon.

Co-founders Belinda Bee and “Top Fuel” Bill Williamson credited everyone who helped with the unprecedented success of this year’s ride, and promised another ride next year, “and every year for September 11.”

“Sending out a BIG Thank You to all who supported and cheered on the 2 Million Bikers to DC ride,” e-mailed Angel Richardson, a member of the NCOM Board of Directors who attended the hugely successful event; “We have a kick ass bunch of patriots!”

CHRISTIAN AND VETERAN BIKERS SUE OVER BEING THROWN OUT OF FAIR

Motorcyclists who were thrown out of the Florida State Fair for displaying their love of America and Christianity on their vests must amend their lawsuit, a federal judge has ruled.

According to Courthouse News, Mark Denico, Thomas Griswold Jr., Timothy Newberry and Dennis Walsted had arrived at the Florida State Fair on Feb. 7, 2010. Denico and Griswold are members of the U.S. Military Vets Motorcycle Club, while Newberry and Walsted belong to the Spirit Riders Motorcycle Ministry. Walsted said he was planning to “lead all the motorcyclists in prayer once inside the fair,” but he and the others were escorted out once they paid for admission. Fair rules ban gang colors or signs, and members of the Hillsborough County Sheriff’s Office told the quartet that they could not enter the fair while wearing vests with the patches indicating motorcycle club membership.

Tampa Bay Times reported that approximately 50 bikers from numerous clubs were turned away that day. In their subsequent lawsuit, the four accused law enforcement and fair officials of violating their First Amendment rights to freedom of association and religion.

U.S. District Judge Virginia Hernandez Covington nevertheless dismissed the complaint without prejudice because it failed to specifically indicate claims under the federal civil right law Section 1983, which creates a private right of action for civil damages. The fair demonstrated that the “plaintiffs’ naked reference to § 1983 is insufficient for defendants or this court to assume that they intended to bring [counts one through nine] under its rubric,” according to the ruling. “Plaintiffs may have identified constitutional rights alleged to have been violated, but have failed to allege causes of action associated with those violations,” Covington added.

The judge also declined to give the plaintiffs an injunction restraining the defendants from “ordering, compelling, bullying, requesting, coercing, or threatening a member of a motorcycle club or motorcycle ministry to remove their vests with ‘patches’ on them signifying membership within a particular organization.” Injunctions are appropriate only if plaintiffs can show they will continue to be harmed during the course of litigation, according to the ruling. “Conspicuously absent from the operative complaint is any allegation that the plaintiffs intend to return to the Florida State Fair wearing their prohibited patches or that the plaintiffs face specific future harm at the hands of the defendants,” Covington wrote. Vaguely alleging that “the Florida State Fair Authority will continue to selectively exclude certain motorcyclists from the fair” is not sufficient to reach the standard for an injunction, the court ruled, and so the club members must amend their complaint before moving forward with the lawsuit.

MOTORCYCLIST FINED FOR TIRE TREADS

A New York rider who set out for a Friday the 13th motorcycle trip to Port Dover, Ontario told local CTV News that he was unfairly ticketed and pulled off the roads by Waterloo Regional Police in Canada. Jeff Selby of Elmira, NY claims the officers were excessive in their punishment after a routine roadside check found the tread on his motorcycle tires was point five millimeters under code.

Selby says he offered to drive his bike straight to a repair shop to have the tire replaced but the officers said no. “He goes it doesn’t matter. Your bike will be off the road as of today. We’re gonna take your plate, we’re gonna charge you and you’re gonna have to get a tow truck.

Selby told the news station that he understands the safety concerns but says he has a clean driving record and deserves a warning first, and that the five hundred or more dollars he’s now facing in fines, relicensing fees and towing cost is exorbitant. Police there say the law is the law and you can’t put a price on safety, adding that when it comes to safety there’s no room for warnings or second chances and it’s their responsibility that’s on the line.

The legal regulation for tires on any motorized vehicle is that they have to have at least 1.5 millimeters of tread on the majority of the tires circumference.

SIHK-ING HELMET EXEMPTIONS DOWN UNDER

On April 23, 2013, Queensland became the fourth Australian province to exempt bicyclists from the Sikh community from wearing a helmet. Calling it a “common-sense approach,” Queensland transport minister Scott Emerson said, “By amending the Queensland Road Rules, we will join Victoria, South Australia and Western Australia which also have this exemption.

Now, Sikh motorcycle riders are seeking exemption from helmet laws as well. Harpreed Singh, who is originally from New Delhi, told ABC News that he has not ridden a motorbike since moving to Tasmania in 2008 because of the legal requirement to wear a helmet. Members of the Sikh faith wear turbans for religious reasons and do not want to remove them. “I have ridden motorbikes all my life and in India it is allowed and even in the UK, Canada and the US, Sikhs can ride a bike with a turban on.”

Anti-discrimination commissioner Robin Banks says it would be better to exempt the entire Sikh religion, in order to avoid the situation where every Sikh has to apply for an exemption and then prove they have one if they are stopped by the police. She too points to other parts of the world where similar changes have been made: “In Canada there’s been human rights cases that have decided that instead of having to wear a motorbike helmet, or even a safety helmet on building sites, [they] are permitted to wear their turbans.”

The Tasmanian Government says the transport commissioner has the power to exempt individuals from wearing a helmet.

In Tasmania, the fine for not wearing a helmet is \$140 and three demerit points.

ACCIDENTS POSSIBLY LINKED TO BRAIN MISCALCULATIONS

Incidences of cars pulling out in front of motorcyclists run regularly in headlines -- locally, statewide and throughout the nation -- and there could be a scientific reason. Recent research by a Texas Tech University psychologist suggests that the regularity of this problem isn’t necessarily a case of poor driving or carelessness, but may be related to a basic human judgment error.

Pat DeLucia, the coordinator of the Human Factors Psychology Program, said her results show that small, near objects can appear farther away than larger, farther objects. The study is published in the peer-reviewed scientific psychology journal “Current Directions in Psychological Science.”

An interest in softball prompted DeLucia to study how the human brain perceives objects, their size and motion and an object’s time to impact. Her finding -- that an object’s size affects distance perception -- may be the basis explaining why car drivers miscalculate motorcyclists’ distance and speed

Many times, the brain interprets objects with a larger retinal image as closer. Since motorcycles are smaller than cars, DeLucia said the brain may use this shortcut to judge a smaller motorcycle farther away than it actually is.

This size-arrival effect can lead drivers to misjudge when a vehicle would arrive at an intersection and could be considered a contributing factor in motorcycle/vehicle accidents.

DeLucia hopes to find funding from the Texas Department of Transportation to create an educational program to inform drivers of her findings and reduce the incidents of these types of accidents.

HONDA TOUTS TECHNOLOGY TO CUT MOTORCYCLIST FATALITIES

Honda North America executives announced that the Japanese automaker hopes two experimental safety technologies it is testing could help reduce pedestrian and motorcycle deaths by the end of the decade. By equipping a car and smartphone with wireless dedicated short range communications technology, Honda said it can alert both a driver and pedestrian, or motorcycle rider, of an impending collision.

Vehicle-to-Pedestrian and Vehicle-to-Motorcycle technologies are still in the early development and testing stages, but Honda intends to integrate the advanced collision sensing and predictive technologies into their vehicles through a special licensed radio band that allows cars to send and receive messages from surrounding vehicles. The system that might be an app one day on a smartphone is capable of alerting drivers that a pedestrian or motorcycle is near, even if the driver can’t see them, in time to avoid a collision.

Jim Keller, chief engineer for Honda R&D Americas, Inc. said connected vehicle technology could be on the road by 2020, and the technology would be much cheaper than implementing cameras and other safety systems equipped on vehicles today.

Honda is one of eight automakers involved in a federal vehicle-to-vehicle communication study which began a year ago in Ann Arbor with the help of the University of Michigan Transportation Research Institute and has been extended six months.

WEIRD NEWS: BLIND DISABLED MOTORCYCLIST SETS SPEED RECORD

The dangers of riding a motorcycle are obvious even to able-bodied operators, yet blind, disabled Scottish biker Stuart Gunn threw caution to the wind by setting a new world record by clocking 167.1 mph.

Gunn is a real world Daredevil, and with a little help from his father, Geoff, the pair ride together and dad cheerfully informs his son if he’s drifting or should brake, assisting his blind and paralyzed-from-the-waste-down son to beat world speed records.

“I hope this proves to people that just because you are blind or have a disability, doesn’t mean it should change or limit your life,” says Gunn, the World’s Fastest Blind Motorcycle Rider.

QUOTABLE QUOTE

“Every man owes a part of his time and money to the business or industry in which he is engaged. No man has a moral right to withhold his support from an organization that is striving to improve conditions within his sphere.”

~ Theodore Roosevelt (1858-1919) 26th President of the United States

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Some days are truly exhausting, and lately I have had quite a few of them. Seems like I have been going, going, going and I am getting exhausterpated ... but hey, this article is not about 'lil ole me getting tuckered out, it's all about tech tips and wrenching on bikes, and today we are going to install a S&S Power Dual exhaust head pipe onto a Harley Davidson Road King. There are all kinds of exhaust systems out there from slip on mufflers to complete systems, chrome or black, super loud to quiet and everything in between.

It's usually less expensive to put an entire system on right off the bat rather than installing slip on mufflers, then later putting on a head pipe. However, sometimes it's not affordable or, possibly you bought a used bike with slip on mufflers and you want to upgrade the head pipe later. That is the case with this bike, it was bought used with Vance and Hines slip-on mufflers - the owner really liked the muffler looks and sound but did not like the performance or look of the stock head pipe. He gazed at a number of head pipes and most all of them routed the pipes similarly, but S&S took the rear pipe heat away from the rider by routing the rear pipe under the bike. That's the one he chose and the one we will now install. (fig 1)



FIG 1 New S&S Power Dual Head pipe

First, we take the seat off, and on this bike we have to take the saddle bags off and just for safety sake, take the side covers off too (most owners do not like it when you scratch their paint). The right side floorboard was removed, then we started stripping the bike of the old exhaust by removing the heat shields, then the O2 sensors need to be unplugged next. After that, the mufflers come off and, by the way, the stock mufflers can be a real treat to remove, take your time and be patient wiggling them back and forth, up and down, twisting ... they will soon slip off without damaging anything (using a little PB Blaster can help too). Next, take off all the supporting brackets like the one on the starter (fig2) and the support near the transmission (fig3) then the left side false pipe can be removed.



FIG 2 Support bracket on starter



FIG 3 Support bracket by transmission

After that, remove the four exhaust to head nuts and slide the mounting rings down (fig4) Now it's time to take the right side exhaust tube assembly off, this one is a bit tricky, again easy going and you won't scratch or break anything. Now the old exhaust is off, set the head pipe on the bench and take the two O2 sensors out (fig5).



FIG 4 Taking the exhaust to head nuts off



FIG 5 OLD O2 Sensor

Now it's time to organize the new head pipe system, inventory parts and read the instructions, (Okay, now that I have read the pictures.. he he) it's time to install the system. Take off the old exhaust flanges by removing the retaining rings off the old pipes and put them on the new head pipe (fig 6) Put a little anti-seize on the threads of the O2 sensors and screw them into the new head pipe. (fig7).



FIG 6 Removing old exhaust flange



FIG 7 Coating the O2 sensor threads with anti-seize

Take out four of the rear transmission oil pan bolts leaving the center one. The new S&S head pipe is installed now with new conical exhaust gaskets, but do not completely tighten the exhaust to head nuts, plug in the O2 sensors wiring, then the crossover under pipe is slid on next (make sure to position the clamp on correctly on the tube or you will be taking it all apart again). Then, this fine system has some fancy brackets with new longer bolts that needed to be installed for the under cross over pipe to attach to the transmission pan. (fig 8)

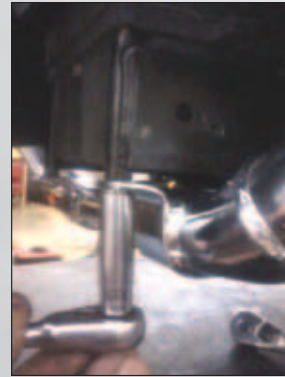


FIG 8 Installing under pipe onto new transmission bracket

Install the heat shields and tighten worm clamps, then slide your mufflers on and bolt in place. Once everything is aligned, tighten the system down evenly and do not over tighten exhaust to head nuts, it's no fun to replace the exhaust studs, no fun at all!! Now Loctite and install the right footboard back on using the two spacers to create needed clearance between it and the new head pipe.

Okay, we are ALMOST finished; the next step is to thoroughly clean the system BEFORE starting! Oil and grease will burn into the new chrome if it is not cleaned off it first. Take a look at the old system in fig 9 and 10 then the finished bike in fig 11 and 12, what a vast improvement, cleaner lines and it takes a lot the heat away from the rider... it also made quite a difference in throttle response even before we re-tuned it. Please read and use the supplied instructions with your system, this is only a quick overview of the process to get you familiar with the project.



FIG 9 OLD Head Pipe right side

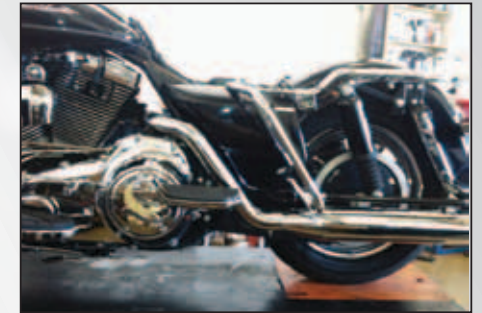


FIG 10 Old head pipe left side



FIG 11 New exhaust left side



FIG 12 New exhaust right side

Hope to see you at our October Celebration on Saturday the 12th located at our shop, free food and a ride in bike show too!! God bless you all, keep riding and smiling

Steve



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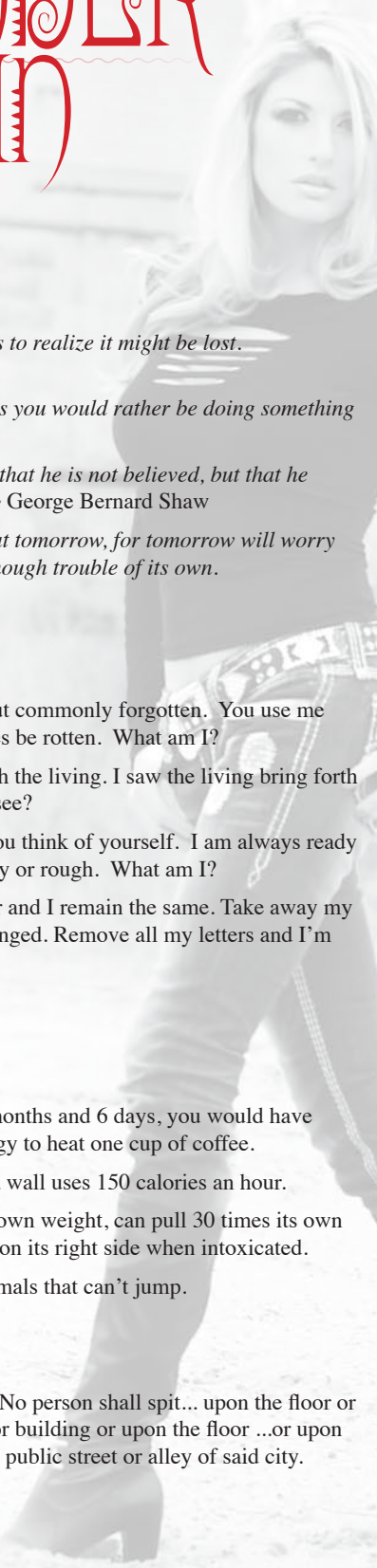
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Inspiration

The way to love something is to realize it might be lost.
~ G.K. Chesterton

Nothing is really work unless you would rather be doing something else. ~ Sir James M. Barrie

The liar's punishment is not that he is not believed, but that he cannot believe anyone else. ~ George Bernard Shaw

Therefore do not worry about tomorrow, for tomorrow will worry about itself. Each day has enough trouble of its own.
~ Matthew 6:34

Riddles

A. I am always with you, but commonly forgotten. You use me constantly, and can sometimes be rotten. What am I?

B. I saw the dead bring forth the living. I saw the living bring forth the dead. Who or what did I see?

C. When you look at me, you think of yourself. I am always ready to talk, whether times are easy or rough. What am I?

D. Take away my first letter and I remain the same. Take away my last letter and I remain unchanged. Remove all my letters and I'm still me. What am I?

(Answers below)

Fun Facts

If you yelled for 8 years, 7 months and 6 days, you would have produced enough sound energy to heat one cup of coffee.

Banging your head against a wall uses 150 calories an hour.

The ant can lift 50 times its own weight, can pull 30 times its own weight and always falls over on its right side when intoxicated.

Elephants are the only mammals that can't jump.

Weird Laws

Wisconsin: In Wauwatosa, No person shall spit... upon the floor or stairways of any public hall or building or upon the floor ...or upon any sidewalk abutting on any public street or alley of said city.

Answers: A.) air B.) a funeral. Someone's death caused the living to come to the funeral, and during the funeral the living carry the casket of the deceased. C.) a mirror D.) a mail carrier

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Annual Toy Run & Color Tour- ABATE
of MI Region 5
Pats Roadhouse, Muskegon, MI.
Regis. At 10:30 am, ride leaves 12:30
sharp, bring non-violent unwrapped
toy and \$10 donation. For more info
contact Scott 231-206-9579 or George
231-861-0819

October 5
7th Annual Breast Cancer Ride
Hamilton HD, Sturgis, MI. Ride leaves
at noon. Go to www.hamiltonharley-davidson.com for more info or call
269-651-3424

October 6
18th Annual Great Lakes Regional
Chili Cook-off & Motorcycle Show
Downtown Plymouth, MI. 11am- 6pm,
bike show held 11 am- 4pm at Kellogg
Park on Ann Arbor Trail. To register
or for more info go to www.greatlake-schili.com

October 6
26th Annual Michigan Dressers MC
Toys for Kids Rally
Fraser VFW Post #6691, Fraser, MI.
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toy or \$10 cash donation per person,
parade begins at noon, live music,
food & more. For more info go to
www.michigandressers.8k.com or call
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October 11
Gibraltar Trade Center Bike Night
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October 12
40th Annual Motorcycle Swap Meet
& Parts Expo
Wings Stadium, Kalamazoo, MI.
10am- 4pm, Adm. \$7, More info at
www.kalamazooswap.com or email
Paragonleather@yahoo.com (See
ad this issue)

October 12
October Celebration
Golgotha Cycles, Lansing, MI. Free
food and ride in bike show. For
more info go to www.golgotha-cycles.com or call 517-977-1752

October 15-20
Hogtober Event & Garage Clean-up
Shiawassee HD, Birch Run, MI. For
more info go to www.shiawassee-harley-davidson.com or call 989-624-4400 (See ad this issue).

October 17-20
Biketoberfest, Daytona Beach, FL.

October 18
Talk to the Tech & Hibernations Clinic
Ray C's HD, Lapeer, MI. 5:30 pm-
6:30 pm. For more info go to www.raycsh-d.com or call 810-664-9261

October 18-20
Big Tent Sale & Bike Giveaway
Shiawassee HD, Birch Run, MI. For
more info go to www.shiawassee-harley-davidson.com or call 989-624-4400 (See ad this issue).

October 19
Sons of Anarchy Party & Baker
Transmission Products Workshop
Biker Bob's HD, Taylor, MI. Go to
www.bikerbobshd.com for more
info or call 734-947-hogs (See full
page ad this issue).

October 20
Giant Motorcycle Swap Meet
Tri-Cities- Birch Run Expo Center,
MI. 11 am- 4pm, go to www.motorcycleswap.com for more info (See
ad this issue).

October 26
Auction- HD Motorcycle Shop &
Complete Machine Shop
2161 S. Meridian Road, Midland,
MI. Auction starts 10 am sharp. To
view some items or for more info
go to www.furloauction.com (See 2
page spread this issue).

October 26
Halloween Party
Biker Bob's HD, Taylor, MI.
Costume contest, ghoulish food
& trick or treating. Go to www.bikerbobshd.com for more info or
call 734-947-hogs (See full page ad
this issue).

October 27
Giant Motorcycle Swap Meet
Detroit Area- Suburban Collection
Showplace, MI. 11 am- 4pm, go to
www.motorcycleswap.com for more
info (See ad this issue).

NOVEMBER

November 7
2nd Annual Beer & Brats Guys
night out
Capitol HD, Dimondale, MI. 5pm-
8pm. For more info go to www.capitolhd.com or call 517-646-2345

November 8
Talk to the Tech & Hibernations Clinic
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November 9
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Hamilton HD, Sturgis, MI. Noon- 3 pm.
For more info go to

www.hamiltonharley-davidson.com or
call 269-651-3424

DECEMBER

December 7
Toys for Kids
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Noon- 1 pm. Go to www.shiawasseeharley-davidson.com for more
info or call 989-624-4400

December 20
Talk to the Tech & Hibernations Clinic
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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. Thunder Roads is Not responsible for errors or omissions.

73RD ANNUAL STURGIS RALLY



BY T Collier
EDITOR Thunder Roads Magazine
of Oklahoma/Arkansas

“What a wild ride! Seven days of fun, excitement, work, play and amazement” is how I described this year’s Sturgis Rally to the Travel Channel camera crew. While only my third Sturgis Rally trip, I set out to get on the ground floor of what the rally is all about, who makes it happen and how it comes to fruition. I have to say, I succeeded on most levels.

HISTORY OF STURGIS RALLY

First, a brief history lesson on Sturgis. The fella that the Sturgis community still give credit to in beginning the rally is Clarence “Pappy” Hoel. At all events and press conferences, I continuously heard his name. He purchased an Indian Motorcycle Dealership in Sturgis in 1936 and the Jackpine Gypsies Motorcycle Club was formed. In 1938, an event named “Black Hills Classic” was held in which nine participants raced. This was the unofficial/official first Sturgis Rally. My calculator was whipped out as I saw this was the 73rd Annual Rally. It didn’t compute. I asked the Museum Director why this was and she told me it was because there was no rally held in 1942 due to the gas shortage and World War II. This year, it was estimated that the event brought over 500,000 riders to the Black Hills area.

ON THE ROAD

Many of you haven’t attended this pilgrimage to the Black Hills and Badlands of South Dakota



You’ve heard about all the crazy things that go on in Sturgis. Yes, there’s some wild stuff to be found up there, but there is also miles of beautiful riding in the area. From riding the desert-like Badlands with its’ sharp buttes towering overhead to the gorgeous twists and turns in the Black Forest National Park to the Monuments of Mt. Rushmore and Crazy Horse, there’s plenty to do for a full week.

In the town of Sturgis, vendors take over the buildings where local grocery and hardware stores stood one week prior. Main Street is closed down to only

bike traffic. East of town a few miles, rallygoers find the comforts of home away from home at camping “mini” rallies such as Full Throttle Saloon, Buffalo Chip, Glencoe and Broken Spoke. Each of these locations feature camping, bars, bands, stages, contests, bike shows and entertainment of its’ own every day during the rally. On a grander scale, these are all much like the self contained local rallies we experience in our own states.



THE RIDES

In order to capture much of the Sturgis experience this year, I joined a couple rides offered by the Buffalo Chip. The first being the Legends Ride. This is a fundraiser ride which drew a record number of riders to raise over \$84,000 which was split between the Sturgis Motorcycle Museum and Black Hills Special Olympics. The ride was led by many a celebrity. I met Dee Snider of Twisted Sister; Arlen and Zach Ness who led the ride alongside Buffalo Chip owner, “Woody”; Paul Tuttle, Sr.; Robbie Knievel; Kristy Swanson; Bean’re and more. A large portion of the contributions earned were generated from the sell of the 2013 Sturgis Buffalo Chip Student Build Challenge. Students, under the direction of builder, Keith Terry, turned a 2013 Road King into a beautiful Street Glide. I was able to chat a bit with the female member of the student team, Hannah, who took



Dee Snider (above) and Toby Keith (below)
~ just a few of the celebrities T met at Sturgis.



great pride in telling me about making the first cut to the frame when she cut the neck off of the bike. She and instructor, Keith, said that the students do not get a school credit for this. They are only working on it after school and for the experience. I also took the opportunity to speak briefly with Black Hills Special Olympics Board of Director President, Jack Lynass. His smile showed the results of being teamed with the Legends Ride as their program has grown in the past 4 years from 17 athletes to 142 due to the profits and resources donated from the ride. Being a Special Olympics Games Committee member myself, I can relate to a growing Special Olympics program.

BIKER BELLES

I also took advantage of the Biker Belles Ride which is a ride created to raise awareness of the passion, diversity and spirit of women in motorcycling, celebrating the woman’s role in shaping the culture, art and history of motorcycling. Secondly, the ride raises funds for worthy local charities. This year, the funds went to the Sturgis Motorcycle Museum to build a new museum facility to house all their memorabilia. It also contributed to Helping With Horsepower a foundation directed by Laura Klock of Klock Werks Custom Cycles. This program helps young women who are at risk or victims of abuse. Laura took a few moments to explain to me that she, “used riding and racing as a parenting tool for her own daughters”. She went on to explain that part of this program is dedicated to working directly with the young women in building a motorcycle and raising funds with ticket sales to a drawing for the bike. She says, “by repairing a motorcycle we hope they can repair what’s damaged in their own lives.” More on this charity and to enter to win the bike go to www.helpingwithhorsepower.com. Over 100 women rode on this ride through the Black Hills and finished with an auction in which a motorcycle donated by Shelly Rossmeier and re-built by Jessi Combs, who lead our ride, was purchased by Pat Simmons of the Doobie Brothers for his wife of 24 years as their anniversary present. His wife is Cris Simmons who is a motorcycle Hall of Famer herself. I greatly enjoyed meeting the like-minded free spirited women on this ride and riding alongside them.



BRASS BALLS & TOBY KEITH

The rest of the trip included a lot of riding, highlighted by a toast with Brass Balls Cycles builder/owner, Dar Holdsworth, and singer / songwriter, Toby Keith, backstage prior to his concert. Toby has partnered with Dar to create an Award Winning American made motorcycle that will stand alone in the industry. Toby noted that Brass Balls Cycles and Dar, caught his attention with all of the bike rebuilds and giveaways Brass Balls Cycles do for the veterans. In Toby style, there’s no better way to announce the partnership than giving away a bike to a veteran on stage at the Toby Keith concert at the Buffalo Chip in Sturgis. Just before the concert wrapped up, Dar and Toby announced the partnership and presented a bike to Dar’s dad, a Vietnam Veteran himself, which is where Dar’s veteran compassion began. The crowd went wild and even Toby had a hard time laughing through his singing from all the joy brought to Dar’s dad. This bike went on to win the Beauty and The Beast Bike Build Off the following day.

That’s the wrap on the Sturgis trip 2013. I got to meet some incredibly wonderful people in the Motorcycle Industry and made several great contacts which will bring some tremendous articles our way in the future. Thank you for following our trip at www.facebook.com/thunderroadsmagazineokar.

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Official Harley-Davidson painter David Uhl presenting *Chance Encounter* to Pope Francis at the Vatican

The Pope Likes Harleys

Colorado Artist David Uhl Presents Pope Francis With Painting To Commemorate Harley's 110th Anniversary Celebration In Rome

Pope Francis "likes the Harley stuff."

That's what official Harley-Davidson painter David Uhl said about the Pontiff after he presented "Chance Encounter," a piece that commemorated the motor company's 110th anniversary celebration in Rome.

Uhl, whose home base is in Golden, Colo., was selected to do the piece because of the classical nature of his work. The painting depicts a Vatican official curiously inspecting a 1948 Harley-Davidson FL Panhead in front of St. Peter's Basilica. The piece was used for specialized Vatican postcards commemorating

Harley-Davidson's anniversary celebration. Uhl flew to Rome on June 10th to present the painting to the pope and to help open a Harley-Davidson gallery that featured about 20 pieces of his artwork. While there, he toured the Vatican's art collection, and took in the ancient sites of Rome.

Uhl said the experience was overwhelming, and that he "felt like the Little Drummer Boy," when he presented his piece.

"This is Sistine Chapel we're talking about!" Uhl said of the artwork he viewed on his private tour of the Vatican's art collection. "You can't believe the amount

of time and effort that was put into that building. You can't compare me to those artists. I felt like the Little Drummer Boy saying 'here is my little humble offering.'"

In fact, when Uhl presented his artwork to the Pope in front of Willie G. and Nancy Davidson, other members of the Harley-Davidson Corporate family, and several Cardinals, Uhl expressed his humility.

"I said, your Holiness ... as an artist you might imagine I am overwhelmed by the beauty represented here. I am humbled by the opportunity to present you with this gift. On behalf of the Harley-Davidson motor company and myself I present you with 'Chance Encounter,' a piece to commemorate this unique moment in history."

The Vatican loved the painting, Uhl said. The Pope smiled for the entire presentation, and greeted the legendary Harley-Davidson artist warmly.

"One thing I did get, I was hanging out with Willie G. and Nancy, and as (the Pope) walked away, he turned back around at the picture and then nodded at everyone," he said.

Uhl estimated that Harley's 110th anniversary celebration in Rome drew about 40,000 bikers, and also featured a bike blessing from the Pontiff himself.

"The event itself was like a European Sturgis," Uhl said. "It wasn't nearly as raucous, but there were tons of bikes and people. It looked more like a big HOG convention than anything."

While he was at the Vatican, Uhl said he was struck by how genuine the Catholic hierarchy was. Uhl, who grew up as a Catholic, but who has since spent a great

deal of time researching other religions, said he was struck by the European perception of the church.

"Those guys (at the Vatican) were really, really genuine. They had a warmth about them that was exceptionally real. They're still really looked at with respect in Europe. I'm not really a Bible thumpin' guy at all, but there is an aura there that is really valid and pervasive and you can't help but get swept away in it."

"The current Pope is really down to earth and a warm human being," Uhl continued. "He is not pompous at all."

Overall, Uhl said he came away from his experience at the Vatican with reverence and respect for the organization.

In addition to participating in the Harley-Davidson celebration activities in Rome, Uhl and his family also decided to stay a little longer and take a European tour. He started in Rome, where he visited all of the ancient ruins. Then, Uhl said he hired a driver who spoke good English to take his family to Tuscany, where they visited a tiny town with families who had lived there since 1100. There, Uhl said his daughter Bella wowed the Italians as she sang an impromptu Italian opera.

"She is quite the opera singer," Uhl said. "That took the little town by surprise. That was so cool."

Afterward, Uhl said the family visited Florence and Siena, before eventually taking a high speed train to Venice — where Uhl fell in love.

"Venice totally knocked my socks off as far as the visual experience goes," he said. "Next time I go to Italy I am taking a month for Venice because it's just amazing. I am hugely inspired by that."

Following their Italian tour, Uhl said his family flew to Paris, where they met up with friends and were treated to a special tour of the Eiffel Tower. From there, Uhl said they traveled to the south of France, where they were able to just relax and wind down with friends. The end of the Uhl's tour saw them traveling to Barcelona, Spain, where they were treated to tours from a local point of view.

Copies of the postcard that was created for the Harley-Davidson anniversary celebration in Rome, featuring "Chance Encounter," will be available for sale when Uhl comes to the Sturgis Motorcycle Rally in August. Uhl will be set up at the Gold Dust Casino in Deadwood, as well as at the Buffalo Chip Campground



Gallery, next to Michael Lichter's work. In addition to the postcards, Uhl said he will also have a large selection of his newest pieces, including this year's Sturgis pieces and another piece he did to commemorate Harley's 110th anniversary.

Wendy Pitlick



See more of David's work at: www.uhlstudios.com



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Biker Preacher's Corner

This month I'm going to take the opportunity to write, specifically, to all the Christian Bikers, M/Ms (Motorcycle Ministries) and Christian M/Cs out there. About a subject that's very near and dear to my heart, because, it's very near and dear to the heart of God – UNITY. Although, I am limited on the length of my articles, I pray you are able to hear and pick up on what the Lord is saying to His church.

The Lord wants His church to be one – to be working together – to be supporting one another with what He has given each to do. He knows that a house divided will not stand, but a house united will and it will do great and mighty things "through Christ Jesus who strengthens us."

Jesus prayed in John 17:20–21 (HCSB) *"20 I pray not only for these, but also for those who believe in Me through their message. 21 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."* I encourage you to read and meditate on the whole chapter of John 17 as well as Ephesians 4.

Listen, my brothers and sisters, we have to be about the work of the Kingdom of God and not just our own little corner. One thing that I have seen over and over again is a territorialistic mentality amongst motorcycle ministries of all kinds. This attitude breeds division – which is the work of Satan to keep us from truly becoming one in the Spirit and working together in unity.

You see, the enemy knows what will happen when we all get on God's page doing the work of His Kingdom. He knows we're unstoppable when we are all One in Unity, bound together in Love (The Fruit of the Spirit) we become the Army of the Lord that Joel saw in Joel chapter 2.

At Victory Biker Church we've gone so far as to start a UNITY wall in our church building (clubhouse) where we are placing the back patches of all the M/Ms and Christian M/Cs that are willing work with us as a sign of our willingness to work with all of God's anointed and appointed ministries.

One final thought - **Romans 8:19** *"For the creation eagerly waits with anticipation for God's sons to be revealed."* Basically, everything on this planet is waiting for us Christians to get it right and work together – to be the sons of God walking in Kingdom Authority and Power.

Let's work together - supporting each other with the gifts the Lord God has given each of us to build each other up in Love.

All for One – The One King Jesus!

Much Love & Respect,

Apostle Brian "BMAN" McKay
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ABATE OF MICHIGAN
DEATH AND TAXES

"Our Constitution is an actual operation and everything appears to promise that it will last: but in this world nothing can be said to be certain but death and taxes." - Ben Franklin

It was taxes that got us into the war with England and a revolution. Taxation without representation, meaning un-agreed upon taxes used for un-agreed upon purposes imposed by un-agreed upon persons. Well I guess we still get to agree upon who imposes the taxes, kind of, maybe....

At any rate, death is still certain, and taxes from my purview ain't going away any time soon. The Constitution on the other hand often seems to linger on life support for the most part these days.

But to make the connection between death, taxes, and motorcycles, here it is. These are the fees derived in 2012 from the State of Michigan Secretary of State specifically for the purpose of "Motorcycle Safety", which I equate with "preventing death". About a million and a half dollars. Not a lot of money some may say, but this is just from Michigan motorcyclists and specifically for Michigan motorcyclists. ABATE of Michigan was instrumental in the creation of this fund, and has remained instrumental in maintaining this fund for its intended purposes. "The government has seen fit to steal it for other purposes in years past."

Motorcycle Safety Fees (from license plate sales).....815,348.00
 Motorcycle Safety Fees (from driver license fees).....753,432.50

These funds are used annually to provide riders training courses throughout the state. ABATE played a major part in the establishment of these courses and has been constantly a monitor and advisor regarding these courses. ABATE does not benefit financially in any way from these courses either. All of ABATE's motorcyclist legislative work is paid for by the membership and conducted largely on a volunteer basis.

The state also receives grants for motorcycle safety from the federal government by way of gas taxes that we all pay into. These funds are granted to the Office of Highway Safety Planning, a department within the Michigan State Police. The funds are specifically designated to be used for Motorcycle Safety purposes. The OHSP decides how best to do that. Aside from the errant use of these funds for "Click it or Ticket" a number of years ago, which was quickly addressed by ABATE contacting Michigan federal legislators, OHSP has focused on using the grant money for several "motorcyclist safety" campaigns.

"Ride Safe To Ride Again" for example.
 Safety gear, including all the helmets, leathers, and paraphernalia associated with surviving crashes as well as really pushing "conspicuity", the wearing of high visibility jackets, vests, and brightly colored outfits seems to be the primary focus of these tax based funds.

Probably not without some valid basis, but still overly focused on surviving a crash as opposed to addressing ways to prevent a crash in my opinion. Sure, dressing in neon colored clothes may assist in catching a few eyes

that otherwise may not have noticed you. I guess that's our choice, but not being noticed by cagers might better be addressed with the cagers themselves instead of advising us to try and make ourselves more visible in the hopes of getting their misdirected attention.

Half or more of motorcycle crashes are still the result of a right of way violation by a cager. What's being done with our tax dollars to stop this from happening? What training are automobile drivers receiving that make them more aware, and more motivated to look for motorcycles? Last year Pennsylvania purchased thousands of motorcycle awareness signs and distributed them free throughout the state.

Allstate Insurance has been purchasing and placing caution signs stating; "Look for motorcyclists" at problematic intersections.

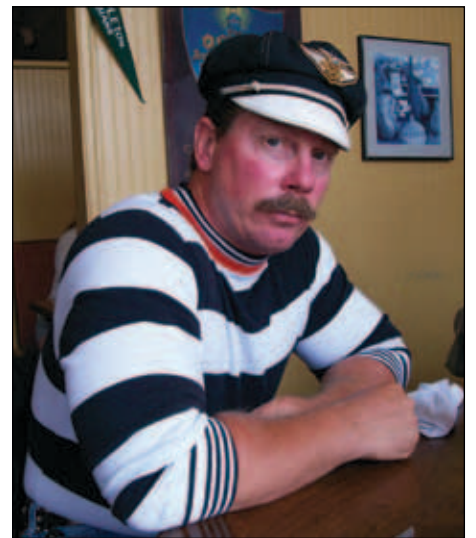
At what point does "riding safe to ride again" meet with "inattentive driver at an intersection" and makes riding safe meaningless for the outcome?

By the way, it's looking like 2013 may go down in Michigan with the lowest motorcyclist fatality and incapacitating injury rate since 2008. And it also appears that there is essentially no difference in these rates for helmeted and un-helmeted riders. In fact as of today (September 12th) more fatalities and incapacitating injuries are on record for helmeted riders than un-helmeted. And, once again, un-endorsed riders lead the list of those involved in crashes. Maybe THAT should receive a little more of the attention ABATE has been pushing for the last year or two?

Join us. Support us. Let's demand those who control the purse strings of our tax dollars use them how we want them used.

P.S. Watch for deer, it's that time again. Not just mornings and evenings once the rut begins. Oct. 1 on through January, I'll be doing my part to eliminate the problem.

Happy hunting, *Rusty*



Rusty Bongard
Communications Director, ABATE of Michigan
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