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IN THIS ISSUE
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#1 BIKER
MAGAZINE**

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Day!* to all
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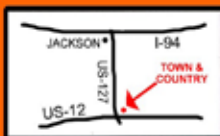
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ON THE COVER

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In Memory of Bill Clyne ~Top to Bottom Performance

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WEB DESIGN ~ Kathleen Howell

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Happy Valentine's Day!

That wonderful holiday... funny, it's usually only wonderful if you are in a relationship (especially a new one). For me, my loves are my daughter Emilee, Thunder Roads Michigan (and all it includes and entails), and my close friends and family! That's pretty simple! I am growing to really like simple. KISS- Keep it simple stupid. Life is what you make it... remember what I have said so many times before, "Thoughts become things." With all that said, "I hope you have many loves and appreciate each and every one of them!"

So we are into February... how is that New Year's Resolution going? I hope you are on track, staying focused and turning that resolution into a great habit! In this February issue we have some fantastic advertisers, interesting articles and funny Thunder Cam pics for you to enjoy! Special thanks to our supporters of Thunder Roads Michigan - our advertisers! A very important point that I like to remind everyone is that it is because of them that Thunder Roads Michigan is the #1 FREE Motorcycle Magazine in the state! So please make sure to show your support and patronize them. Still looking to fill some territories... look to your left at the bottom under Representative Wanted for the following areas... if you live in one of those and are interested in joining our team then just send me an email and let me know which territory and a little about yourself.

Thunder Roads Michigan seems to be very popular on the Discovery Channel! Not only can you find Scott from the show Bering Sea Gold showing his Thunder Roads Michigan support, but in this issue you will find another fan of TRM... hint...Deadliest Catch!!! You too can sport the gear and show your support by ordering your swag (see in each issue as well as the online store at www.thunderroadsmichigan.com). Make sure to check out our Facebook and like us to keep up with the latest happenings. Also, you can always view current and recent past issues of Thunder Roads Michigan on our website. Just go to www.thunderroadsmichigan.com.

Last month the Biker Friendly character was on page 39 in the final proof, but somehow it magically disappeared in the magazine lol. Sorry if that was a frustrating experience. So let's try this again and see if you can find him this month (see character you are looking for in the Biker Friendly Directory (much smaller version to find in each issue).

You CAN do it so stick with those resolutions!

Now for some "Mo" Advice:

This month's advice in the spirit of Valentine's Day goes out to anyone who has loved and lost. Maybe you were in a relationship and you messed up, maybe the person you loved passed, maybe the person you were in love with left you... whatever the case may be, don't lose hope. Have Hope, Faith and Believe that you will love again! It may not be the same - hopefully it will be EVEN BETTER!

Jody Mohowitsch



Dennis Benefield READERS RIDES



by Dennis Benefield - Pinckney, Michigan

I bought my first mini bike at the age of 11. At age 12 I bought my first motorcycle and another at age 13, but that one didn't go fast enough so I decided to rebuild the motor when I was 14 years old. Throughout my younger years I had different motorcycles and loved riding. Nowadays, I ride a Harley-Davidson Ultra Classic as well as this custom bike.

Years ago, a friend of mine talked me into entering my custom bike into a bike show. I took first place for my class and best of show. Now I'm hooked and have traveled around to various shows and met a lot of really cool people! I love talking to the people at the shows. You can also see this bike in the Sturgis Buffalo Chip Calendar.



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K.I.S.S.

IN THE KITCHEN

KEEP IT SIMPLE SWEETIE



I HAVE CHOSEN THIS NAME FOR OUR MONTHLY RECIPE PAGE, AS THAT WAS WHAT MY MOTHER, REST HER SOUL, ALWAYS USED TO SAY WHEN I WOULD ASSIST HER IN THE KITCHEN. MOM WAS AN AVID SUPPORTER OF THE K.I.S.S. (KEEP IT SIMPLE SWEETIE) METHOD OF COOKING. I NOW, MORE THAN EVER, TRULY APPRECIATE HER PHILOSOPHY OF ALWAYS TAKING SHORTCUTS WHERE YOU CAN, AS LONG AS YOUR ULTIMATE OUTCOME IS THAT OF DOWN HOME, LABOR OF LOVE COOKING.

K.I.S.S. page composed & edited by Toni McCoy Shearon aka "MaMa Thunder" of Thunder Roads Tennessee

SPECIAL "VALENTINE" SUPPER: POTATOES & CHICKEN; SKILLET-ROASTED

- 1 Vidalia Sweet Onion; sliced thin
- 1/4 Cup of Chicken Stock
- 1/4 Cup of Water
- 5 Medium Yukon Gold Potatoes; Sliced into 1/4 in. rounds
- 1 tsp. extra-virgin olive oil
- 1 Tbl. Butter or quality margarine
- 2 Tbls. Rosemary
- 1 tsp. Paprika
- 1 tsp. Crushed Coriander
- 4 Bone-In, skin-on chicken thighs
- 4 Bone-In, skin-on chicken drumsticks (legs)

Preheat oven to 425 degrees. Scatter thinly sliced onions all around a large-size cast iron skillet. Add water & stock mixture. Lay the potatoes over the onions and drizzle with olive oil all over potatoes. Rub rosemary seasoning between your fingers or palms of hands to "wake up" the flavor. Place small pats of butter or quality margarine all around the potatoes layer. Make a small rub of salt, pepper, paprika & crushed coriander and rub it thoroughly into all pieces and all sides of chicken. Lay chicken skin side up over the potatoes layer. Roast until chicken is cooked through and potatoes are tender. Apprx. 1 hour. * When I make this I spoon a whopping spoonful of sour cream or plain Greek yogurt over top of chicken & potatoes. The coolness of the cream or yogurt is a perfect contrast.

VELVET IN YOUR MOUTH CREAMED SPINACH

- 1 Medium Bag of Frozen Spinach; thawed completely and placed into a clean, thin kitchen cloth and wrung out totally until all the liquid is out.
- 2 Cups of Heavy Cream; room temperature
- 1 Small Vidalia Onion; sliced in very thin slices
- 1/2 Stick of butter or 3 Tbls. of quality margarine
- 1 tsp. of Nutmeg

Take a non-stick skillet, put a tad of butter in pan over medium heat. Take your thin-sliced onions and cut each one in half to form little half moon slices. Place in butter to slowly caramelize (just turn a tad brown). Add your heavy cream and let it get heated up and gradually in small handfuls, gently add to the skillet mix. Take a wooden spoon and stir in circles to incorporate spinach totally into sauce.

After it's all well blended, add your butter and stir gently until also well incorporated. Sprinkle your nutmeg over the entire skillet blend and stir

into the mix. You can add all this at once, I'm just breaking it down for you here. Seriously, this takes about 5 minutes to make and it is the best creamed spinach ever! Salt & pepper to taste.

BROWNIES WITH A SPECIAL KICK

(And no, not "special" like the ones' in the 70's)

- 10 Tbls. Unsalted Butter
- 1 Cup Pure Cocoa Powder
- 3-1/4 Cups Sugar or Splenda for Baking
- 3-1/2 tsp. Cinnamon
- 4 Eggs
- 1 tsp. Mexican Vanilla Extract (in Mexican food aisle in super market) If can't find, just use regular Vanilla Extract
- 1 Pinch of Cayenne Pepper (you decide how much "KICK" you want)
- 2 Cups Flour
- 1/2 tsp. Salt
- 1-1/4 Cups Bittersweet Chocolate Chips

Preheat oven to 300 degrees. Butter a 13x9 inch baking pan. Line your pan with parchment paper while leaving a 1-inch overhand on 2 sides. Melt butter in microwave (glass or ceramic bowl), add cocoa powder to melted butter and stir to mix.

Using a wooden spoon, stir in cocoa & butter mixture. Add eggs 1 at a time, beating until just combined. Stir in Mexican Vanilla Extract. Mix in flour gently and salt gradually. Do not over-mix.

Rough blend in chocolate chips. This will be a lumpy batter. Pour into prepared pan. Bake 30-40 minutes (40 for crispier sides) Transfer pan to a wire rack; cool completely. Dust lightly with confectioner's sugar and slightly drizzle with Hershey's hot, melted chocolate syrup. Serve with top-quality vanilla ice-cream. Serve up 2 for you and your Valentine, but only use one spoon.

THE MORNING AFTER VAL-DAY

Cook up a skilletful of Nuevos Rancheros (Google it)
 Make a BIG pitcher of ice-cold Bloody Mary's
 Eat lightly, drink enough to smooth the edges
 Go back to bed together and enjoy even more of what you totally enjoyed the night before.
 Then sleep most of the rest of the day.
 Isn't genuine LOVE or LUST really fun? Hell Yeah

Happy Valentine's Day

TO ALL OUR BRAVE, PROUD TROOPS... YOU'RE IN OUR THOUGHTS & PRAYERS DAILY. God Speed You Home.

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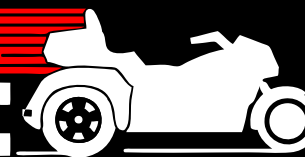
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VETERANS CORNER



Greetings polar bears! I hope your keister didn't freeze in the January weather. Remember, if it is too cold for you, it is too cold for them. Bring them bikes into the house!

Veterans Screwed Over in D.C.

Our elected reps in D.C. Carl Levin, Debbie Stabenow, and Dave Camp voted to screw over veterans in the "budget deal". The "deal" reduces the COLA increase military retirees get by one percent. So, if the COLA increase for social security, government retirees, etc. is 1.5 percent, military retirees will only get .5 percent. Even those who are 100 percent disabled weren't exempt in this "deal".

So essentially, it means that a military pension will be worth less and less every year since any COLA increases will never keep up with inflation.

My (not Thunder Roads) thought on this: When primary election is held this August and in the November election, keep in mind how those folks voted to screw over our veterans.

Audit Cites Dept. of Military and Veterans Affairs

An audit has cited the state's Department of Military and Veterans Affairs for lack of training, performance standards and accountability related to veteran's service officers.

The findings released by the Michigan Office of Auditor General cover the past decade.

The Michigan Veterans Affairs Agency is included and was created earlier this year with a mission of helping veterans collect what they are owed. The Veterans Affairs Agency says a new contract and other changes are expected to help address problems.

Michigan Veterans Affairs Agency Director Jeff Barnes said in a statement that the timing of the audit is helpful in making improvements.

Paralyzed Eaton Rapids Veteran Receives New, Handicap-accessible Home for Christmas

Army Sgt. Aaron Jolly's homecoming on Saturday, Dec. 14, was radically different from the one he experienced in 2011.

It's been two years since the injured veteran came home to endure lengthy hospital stays and several surgeries. Jolly was paralyzed from the waist down when the vehicle he was in encountered a roadway bomb during his second tour in eastern Afghanistan in March 2011. He can still remember feeling hopeless when he returned to the United States.

"When I first got injured I was depressed," admitted Jolly, 30. "Who wouldn't be? I didn't know what the outcome of my injury would be."

In the midst of a snow storm, Jolly arrived at his new, completely handicap-accessible Eaton Rapids' home and rolled his wheelchair into its garage to greet friends, family and supporters with a smile on his face.

The house, estimated at its July construction groundbreaking to be worth \$400,000, was funded by the national non-profit Homes for Our Troops, an organization that's been providing specially adapted homes for injured soldiers since 2005. Mayberry Homes, a local building company, partnered with the non-profit and took on the five-month effort. They raised funds to cover part of the material and labor costs.

Jolly's three-bedroom, 2,695 square foot home is the organization's 157th completed project. The finished structure will include 150 modifications, including wider hallways, roll-under counter tops, pull-down shelving and a therapeutic whirlpool bathtub.

Jolly, who shares custody of his 2-year-old daughter Jade, said its significance to his independence cannot be overstated. "This means the world to me," he said, during a "key ceremony" that marks his first day of home ownership. "And everyone here, you guys are really the reason I joined the military, to fight for my

country. If I could go back I'd do it again in a heartbeat."

Jolly said the gift will make his holiday. "It feels like the best Christmas gift I've ever had."

World War II vet Virgil Westdale, 95, Receives French Legion of Honor Medal

Tales of Virgil Westdale's bravery during World War II have resonated with many West Michigan residents who've crossed paths with the 95-year-old veteran. Westdale was a member of the 442nd Regimental Combat team, an all Japanese-American regiment that fought its way across Italy, France and Germany, becoming the most decorated unit the history of the U.S. Army.

The unit's soldiers helped rescue the "Lost Battalion" in France and helped liberate the Dachau concentration camp in Germany. Its members have received the Congressional Gold Medal, among other honors.

On Friday, Westdale earned another honor. He was presented with the French Legion of Honor Medal at the Consulate General of France in Chicago.

Westdale, born in 1918 in Indiana and raised in Michigan, is half Japanese. His mother was American and his father was Japanese.

He originally enlisted in the U.S. Army Air Corps and trained to become a pilot. But because of government policy in World War II that didn't allow American's of Japanese descent to receive their pilot's license, he was later transferred to the 442nd regiment

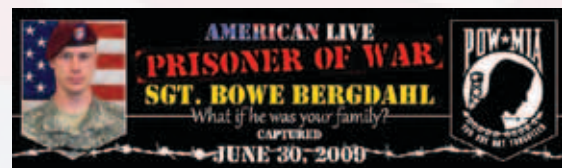
David McCallister "Possum"

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The Motorcycle Lawyer on THE LAW

I Literally Wrote the Book!

Over the last few months, I've received many emails and questions from motorcyclists and lawyers across the country about the book that I wrote a few years ago, titled, *Litigating Motorcycle Injury and Death Cases*. My book was available through Amazon, but now it is sold out. We're in the process of organizing a second edition.

I've been handling motorcycle injury and death cases for over twenty years now, and I can honestly say that I've learned a lot about how best to litigate these cases to ensure my clients not only win but win big. After taking on over a thousand cases, I wanted to share my skills and experience with lawyers and motorcyclists across the country.

One of the main reasons I wanted to share this information with others was that I found the insurance industry and defense lawyers often attempted to turn the tables on a motorcycle accident victim. They tried to use preconceived notions and prejudices about motorcyclists and riding motorcycles to, in my opinion, unfairly shaft the injured biker. I had heard too many stories where a lawyer, without any riding experience or knowledge, ended up with a result that was way lower than it should have been, in my opinion, all to the detriment of their client.

Back to the book: I can legitimately say "I wrote the book" about this subject, filling an information void for lawyers and bikers across the United States. My book covers a broad range of topics relevant to motorcycle crashes, including the important distinctions between different motorcycle classes, motorcycle safety and crash statistics, insurance claims overviews, a review of some of the more common motorcycle crash injuries, and litigation tactics.

Attorneys can get tips on discovery, interrogatories, negotiations, deposition preparation specific to motorcycle cases. I also debunk some of the more common defenses, and give examples of the traps you might encounter when bringing forth this type of case.

My book, *Litigating Motorcycle Injury and Death Cases*, was created for three purposes:

First, to educate attorneys who handle motorcycle injury or death cases as well as crash victims or their family members, on the intricacies of litigating these cases and on how to properly insure a motorcycle before riding. I made sure to include information to help the victims and family members understand the process and know what to expect at each step.

Second, my book puts Michigan's complicated No-Fault benefits system under a microscope and explains how these laws apply in motorcycle crashes. I also provide the specific sections and sub-sections of applicable laws, giving readers all the information they need to be prepared for their case.

Finally, I provide a detailed, state-by-state breakdown of motorcycle laws and how they apply in the case of a crash. That way, I can be sure that any lawyer can benefit from my experience and knowledge when helping a motorcycle crash victim or their family members.

I am proud to say my book has been a huge success. Of course, no single source can cover every aspect of motorcycle law, and my book is no different. Still, I made sure to share as much information and knowledge as I possibly could in order to provide a well-rounded, informative, and really useful resource for motorcycle crash attorneys. As far as I know, I'm the only attorney in Michigan sharing my wealth of experience in this way, and I'm doing it because I am committed to helping people.

Litigating Motorcycle Injury and Death Cases is just one of the ways I try to help; I actually have several motorcycle awareness campaigns designed to try to prevent motorcycle crashes. Over the years, I've hosted several billboard campaigns urging drivers to "Watch for Motorcycles", and reminding everyone not to text and drive. We've also given out over 30,000 Watch for Motorcycles bumper stickers.

My team and I created a DVD resource for bikers that explains Michigan motorcycle laws and provides tips for bikers who want to protect themselves before they ride. We also have a trained EMT on our staff who teaches the Bystander Assistance Course, which educates bikers how to help if a fellow rider goes down. There are a number of other free resources available through our website to help motorcyclists be safe and prepared on the roads. You can see them at www.motorcyclelawyermichigan.com.

I often wonder if the advertising lawyers on TV even know where the clutch is on a motorcycle, let alone how to ride one. To me, it seems like a no-brainer: Why would you hire a TV lawyer who talks to hired cameras all day when you can hire The Motorcycle Lawyer, who literally "wrote the book" on motorcycle crash cases?

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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A dog lover, whose dog was a female and "in heat" agreed to look after her neighbors' male dog while the neighbors were on vacation. She had a large house and believed that she could keep the two dogs apart. However, as she was drifting off to sleep she heard awful howling and moaning sounds, rushed downstairs and found the dogs locked together, in obvious pain and unable to disengage, as so frequently happens when dogs mate.

Unable to separate them, and perplexed as to what to do next, although it was late, she called the Vet, who answered in a very grumpy voice.

Having explained the problem to him, the Vet said, "Hang up the phone and place it down alongside the dogs. I will then call you back and the noise of the phone ringing will make the male lose his erection and he will be able to withdraw."

"Do you actually think that will work?" she asked.

"Just worked on me," the Vet replied, & hung up.

During class, a teacher trying to teach good manners, asks the students:

"Students, If you were on a date, having supper with a nice young lady, how would you tell her that you have to go to the bathroom? Michael?"

Michael: "Just a minute, I have to go pee." Teacher: "That would be rude and impolite!!"

Teacher: "What about you Peter? How would you say it?" Peter: "I am sorry, but I really need to go to the bathroom, I'll be right back..."

Teacher: "That's better, but it's still not very nice to say the word bathroom at the dinner table."

And you Little Johnny, are you able to use your intelligence for once and show us your good manners?"

Johnny: "I would say: 'Darling, may I please be excused for a moment? I have to shake hands with a very dear friend of mine, who I hope you'll get to meet after our delicious & expensive supper. "

Light travels faster than sound. This is why some people appear bright until you hear them speak.

Change is inevitable, except from a vending machine.

Nothing is foolproof to a sufficiently talented fool.

Give a man a fish & he eats for a day. Teach a man to fish & he can sit in a boat & drink beer all day.

Condoms don't guarantee safe sex anymore. A friend of mine was wearing one when he was shot by the woman's husband.

Poor Lance -

I think it is just terrible and disgusting how everyone has treated him, especially after what he achieved, winning all those French Bike Races, while on drugs. When I'm on drugs, I can't even find my damn bike, let alone ride it!

A guy broke into my apartment last week. He didn't take my TV, just the remote. Now he drives by and changes the channels. Sick S.O.B. !!

I just got scammed out of \$25.

Bought Tiger's new DVD entitled "My Favorite 18 Holes".

Turns out it's about golf. Absolute waste of money!

Pass this on so others don't get scammed.

Best Regards, Charlie Sheen.

Bubba calls the airline to book a flight.

The operator asks, "How many people are flying with you?"

Bubba replies "I don't know! It's your dang-ass plane. y'all do the math".

Instead of "the John", I call my bathroom "the Jim". That way it sounds way cooler when I say "I go to the Jim first thing every morning, without fail."

Text to mom: "Hello mom, I need your advice. I have some of my boyfriend's cum stuck in my hair. How do I get it out? Will I have to cut it out?"

Text from mom to daughter: "It's nice you can send me such a frank text.

No, you won't have to cut it out. I've had loads of cum in my hair over the years and it will just wash out."

Daughter back to mom: "Oh my God, mom...damn, I meant to spell gum, and EW! TMI, GROSS !"

Two Christmases ago I decided to buy my mother-in-law a cemetery plot as a Christmas gift...

This past Christmas, I didn't buy her a gift.

When she asked me why, I replied,

"Well, you still haven't used the gift I bought you last year!"

The things that come to those who wait, may be the things left by those who got there FIRST.

THOSE WHO LIVE BY THE SWORD GET SHOT BY THOSE WHO DON'T.

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THUNDER ROADS MI FACTORY FEATURE
contributed by TRO

THE HARLEY-DAVIDSON STREET 750

Harley-Davidson revealed their new Street 750 at the EICMA motorcycle show in Milan and then subsequently at a Dealer Meeting in Kansas City.

The motorcycle is a completely new model aimed at the emerging markets. The bike is powered by a 749 CC liquid cooled revolution X engine which is kept in leash by a six speed transmission. The engine breathes through a 2 into 1 exhaust and needs to deal with a wet weight of 480 lbs.

In terms of design the 2014 Harley-Davidson Street 750 comes with a tasty blackout style, a café style windscreen, an aggressive slash on the tail and a round headlight. It is also worthy of being that the 2014 Harley Davidson Street 750 rides on a pair of 17" front and 15" rear wheels.

The 2014 Harley-Davidson Street 750 features a low seat



From the EICMA motorcycle show in Milan, Italy

height, smooth suspensions, premium brakes and broad handlebars.

The all-new Revolution X™ engine is pure Harley-Davidson® V-Twin engine muscle specifically designed for urban riding. It's liquid cooled to maintain peak performance no matter how high the mercury climbs or how long you're in gridlock. There's a

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INDIA or US BUILT?

When word first leaked out about the STREET motorcycles, many speculated that they were going to be built in Harley-Davidson's Bawal, India plant - where they have been assembling bikes since 2011. H-D cleared the air and settled the speculation when they invited all of their North American dealers to their facility in Kansas City - where all U.S. and Canadian Street Motorcycles will be built. This is the same plant that is producing the V-Rod, the muscular big brother to these smaller liquid cooled siblings.

Bawal, India will be producing the Street Motorcycles and their Revolution X Engines for India, Spain, Italy, and Portugal - the only other markets that the Street Motorcycles will be offered in at this time.

shifting 6-speed transmission. It all translates to one thing: instant response to the twist you give the throttle when stop turns to go.

Built for tight turns and quick moves.

Let the autos crawl at their pace. On the Harley-Davidson Street™ motorcycle you travel at yours. The chassis is lean and narrow for easy handling. The seat is super low. The suspension is tuned for the roughest urban roads. You've got premium brakes. And a broad handlebar sweep and a skinny front tire for tight turns and fast moves. One opening in that honking mass of sheet metal, and you're gone.

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Premium Harley-Davidson. There is no other kind.

Take a close look at any Harley-Davidson® motorcycle you see parked under the neon lights. Premium to the last detail. The Street™ 750 motorcycle is no exception to that rule. Steel tank and fenders. Paint a mile deep. LED taillight and mini bullet turn signals. Ignition, fork and gas cap locks. Rock-solid belt final drive. Painstakingly tight fit and finish. Intuitive hand controls. Because only a motorcycle we're proud to build is a motorcycle you'll be proud to park on your curb.

It even sets your creativity free.

This is about what separates you from the masses on the sidewalk. No Harley-Davidson® motorcycle is finished until the rider unleashes some of his or her own soul on the look of the machine. The Street™ is a blank canvas. Ready for you to paint with your attitude and style. There are as many ways to customize it as there are riders. There are no rules. Let everyone else be one of the crowd.



A "Custom" Factory Street on display in Milan



Another "Custom" Street on display

By the street. For the street.

When the street is where you live, it starts to live in you. True of a rider. True of a motorcycle. The look of the Street™ 750 motorcycle comes from the street. Born out of the custom tradition of tearing down a motorcycle to its raw, minimal essence and letting the pure rebellion inherent in the lines of the machine come screaming through. This is the essential attitude. It doesn't require much explanation. On the Street™ motorcycle, one look says it all.

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Photos and specs courtesy Harley-Davidson



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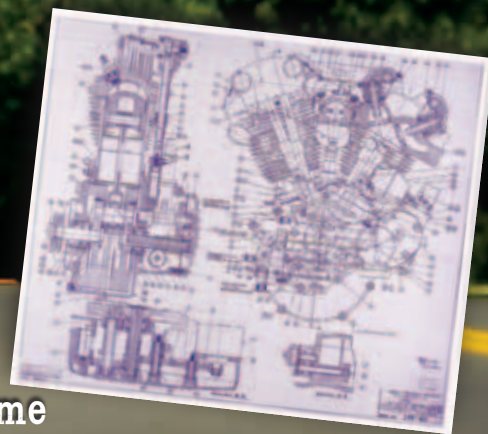


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Choices

By Michael Bogan
CONTRIBUTED BY TRWIMOIL

All too often we are compelled to make decisions based on the choices and information presented to us. There are times when we must question the choices presented and perform our own due diligence. Issues regarding our health and quality of life are a prime example of when we should question everything, including the motivation of the medical professionals making the recommendations.

Two years of steady upward trending PSA finally convinced me to agree to a biopsy. The procedure was uncomfortable and unfortunately on March 26 I was diagnosed with Prostate Cancer. Fortunately the cancer was early stage and was determined to be low risk.

This is where I made my first choice: The first week of April I went to my closest Harley dealer, City Limits Harley Davidson, and purchased a 2013 Road Glide. My bike became my best therapy, my preferred method of transport, and over the next few months I often retreated to the open road to think about my treatment options.

I remember riding my Harley to the consultation with the Urologist reviewing my pathology report. He immediately suggested my prostate be removed and offhandedly informed me that there was a real risk of impotence and incontinence. I realized I shouldn't expect any Urologist to recommend anything but removal of the prostate, since this is the treatment method Urologists derive their income from. Further investigation on my part revealed that the percentages of impotence and incontinence (of patients who have had their prostate removed) increase exponentially as the patient gets older. What kind of a biker would I be if I was always soft and pissing my pants?

My next ride on this odyssey was to meet with the VA's Radiation Oncologist. He first suggested brachytherapy, which is implanting three radioactive seeds inside the prostate which would hopefully kill the cancer cells over a period of a few months. This was not an option for me, or anyone with small children at home, since those children would have to keep their distance from the patient for a period of several months. I rode home angry at the VA and their Doctor's. The idea of not being able to hold my children was unacceptable.



The next go around the VA Radiation Oncologist explained the option of IMRT. Incidentally all of the internal organs in the path of the beam will also be irradiated. Individuals tolerate this process differently but additional side effects and medical problems are often caused by the unnecessary irradiation of otherwise healthy organs. Once again I was riding home angry, not really a good idea when you're on top of 900 pounds of speeding metal.

When I asked about Proton therapy the Oncologist explained the VA does not support Proton therapy. He cited studies and claimed those studies have proven Protons produces the same results as far as the reoccurrence of prostate cancer. When I read the studies quoted by the Oncologist I felt the Oncologist had misrepresented the study.

Protons are delivered from alternating sides on a daily basis, and on a straight line basis directly to the Prostate. Unnecessary irradiation of healthy organs is avoided. Proton Therapy is much less likely to produce the unfortunate side effects of impotence and incontinence.

The choice for me was clearly Proton Therapy. The treatment was explained to me as the least invasive with the least amount of side effects. As of October 21st I completed the 44 daily treatments. I feel no worse for wear. All in all the experience was only a mild inconvenience and I look forward to a life where I don't wear a diaper, piss in a bag, and all my "equipment" still works.

There are many options and the factors/variables for making your decision are infinite. The one factor I did not hear Dr's give enough serious consideration to is the quality of life after treatment. Your Doctor goes home to his big house with a fat check in his pocket. You are the one that has to live with your decisions; so get on your bike and let that motor, two wheels and the wind in your face help you do what's best for you!



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Biker Preacher's Corner

Happy February bikers!!! As of Valentine's Day we have 35 days until the first day of spring!!

Speaking of Valentine's Day - history tells us that Valentine's Day was originally started to honor an early Christian saint by the name of Valentius who was imprisoned by the Roman Empire for performing weddings for soldiers who were forbidden to marry, as well as for ministering to Christians who were extremely persecuted by the Romans.

Over the centuries, since Valentius, the celebration of Valentine's Day has gone from celebrating loving relationships, giving gifts from the heart, such as candies and handmade gifts, to what we see today - the sickening, over commercialization of 'love'. Today, many feel that if you don't buy a diamond ring or a new car for your beloved, that you really don't love them as much as you say you do; at least that is what is portrayed on TV. Totally missing out on what the reason for the holiday is devotion, sacrifice, tender affection and love. Love is not 'get all you can - can all you get' but what you do for others - love is an action word.

Ya see - The Bible tells us what Love really is, 1 Corinthians 13:4-8 says 4 Love is patient, love is kind. Love does not envy, is not boastful, is not conceited, 5 does not act improperly, is not selfish, is not provoked, and does not keep a record of wrongs. 6 Love finds no joy in unrighteousness but rejoices in the truth. 7 It bears all things, believes all things, hopes all things, and endures all things. 8 Love never ends...

It was the Love of God that motivated Him to come down here to the planet earth to pay the one and only price that could be paid - for our sin. The most perfect Valentine's gift of all time - Jesus! All to bring us back into a saving relationship that He had with us, mankind, at the very beginning.

I pray that the Love of God, our Heavenly Father, would shine upon your hearts and minds this season and New Year. That you, too, would know this Love that I speak of each and every month. The Love that your hearts truly yearn for - God is so good - His Mercy and Love endure forever and are new every day!!

On a personal note - I'd like to wish the love of my life, my wife Diane, a very Happy Valentine's Day. I love you baby - I praise God for you each and every day!!

Have a very blessed and happy Valentine's Day to you and your loved ones!

God Bless - Much Love & Respect,
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Inspiration

The first step towards getting somewhere is to decide that you are not going to stay where you are. ~ Unknown

If you cannot be positive, then at least be quiet. ~ Joel Osteen

Life is too short to spend time with people who suck the happiness out of you. ~ Unknown

Most people spend more time and energy going around problems than in trying to solve them. ~ Henry Ford

Riddles

A. I can make men crazy, I shine when you retire. I move water without a touch; my colors may cause you ire.

B. What does a cow have four of, a dog has eight of and you only have two of that can be used standing up or sitting down?

C. Whoever makes me can hear me, but to all others I'm silent. What am I?

D. My motor revs, but I'm no rocket, I'll hit you deep within your pocket, I'm a little tart, don't be afraid, unless life's gift – then quick, seek aid!

(Answers below)

Fun Facts

Chewing gum while peeling onions will keep you from crying.

Camels have three eyelids to protect themselves from blowing sand.

Giraffes have no vocal cords.

In every episode of "Seinfeld" there is a Superman somewhere.

Answers: A.) The moon. The moon has a long association with being crazy (lunar being the basis for a lunatic). It shines at night, when you go to bed. The moon's gravity creates the ocean tides and when the moon is different colors it can mean bad weather is on its way. B.) Nipples or teats C.) A thought in your head. You can hear it, but no one else can. Unless you read minds, but then you'd have bigger problems, like figuring how to remain sane in large crowds. D.) A lemon. It's a citrus fruit whose juice is acidic and can be used to conduct electricity for motors. A car or other purchase that has problems is known as a lemon and can be expensive to repair.

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ABATE OF MICHIGAN

MANDATORY HI-VIZ

It would take a while to explain it in detail, but in the world of international politics, government, and regulatory practices what we see in other countries, particularly Europe eventually shows up in the United States in some form or another.

This is certainly the case as it pertains to transportation safety issues, and of personal importance for me, motorcycle safety issues. Recently, 100,000 French bikers burned a mountain of HI-VIZ clothing in protest to a proposed new law making the wearing of HI-VIZ clothing mandatory for all motorcyclists.

Yes, I said 100,000 and I said French. I am thinking the French might consider drafting their bikers into their military, but that's another issue.

The long and short of the HI-VIZ regulation requires a minimum measurable amount of HI-VIZ clothing be worn over a required portion of the body. There is a sizeable fine attached upon failure to do so. Can anyone else envision the opportunities presented to law enforcement here for an excuse to make a stop followed by a complete overview of rider and bike?

Think it's not a concern for us? "In crashes involving a passenger vehicle and a motorcycle, vehicle drivers often state they didn't see the motorcyclist", "High visibility riding gear enhances both daytime and nighttime visibility of motorcyclists to the motoring public so that riders literally stand out in traffic." Michael L. Prince, OHSP director. (Michigan State Police Office of Highway Safety Planning)

OHSP using a federal grant to pay for Rider Coach training updates and classes bought 22 new training motorcycles along with high visibility gear to be used as a teaching tool in the classes.

"HI-VIZ", is highly visible on the OHSP agenda for motorcycle safety, and this is the case in Washington D.C. as well.

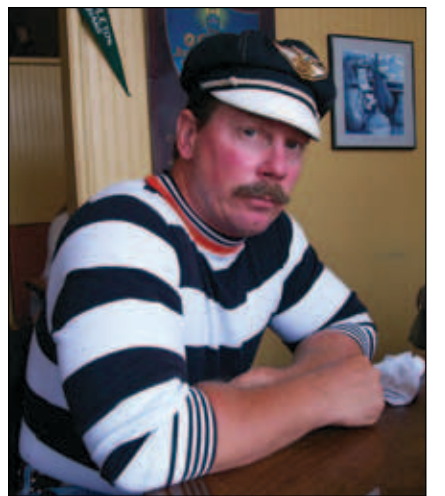
There are other smarter than you organizations in Michigan also pushing to not only make helmets mandatory again, but also force us to wear Government mandated fluorescent clothing when we ride too.

Whether the impact of everyone wearing HI-VIZ gear on motorcycle crashes is significant I can't personally say. But, I would encourage interested folks to read a paper issued by MAG Ireland called "Get the Facts: RSA HI-Viz Proposals"

www.magireland.org/forms/GettheFactsRSAHi-VisProposals.pdf

I'd say the effectiveness of the gear is questionable, particularly when the majority of right of way violations involve the cager viewing the front of an oncoming motorcycle. We already have a headlight on, some of us a flashing headlight. How neon clothing is going to add anything is a worthy question in light of a potential law mandating it.

Sometimes I wonder if the government nannies are more interested in their job security than they are in whether their policies and regulations are effective. I have no doubt that the nannies concern for their jobs outweigh their concerns for our liberty.



Rusty Bongard
Communications Director, ABATE of Michigan
State Rep. MRF
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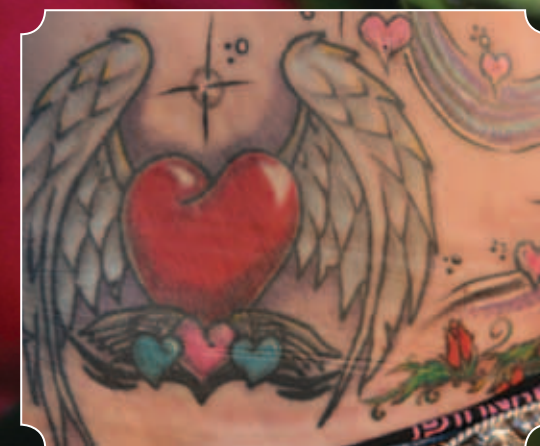
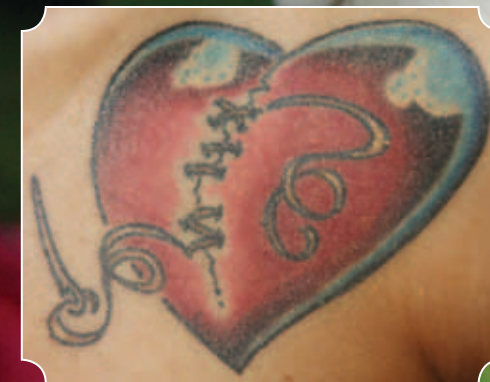
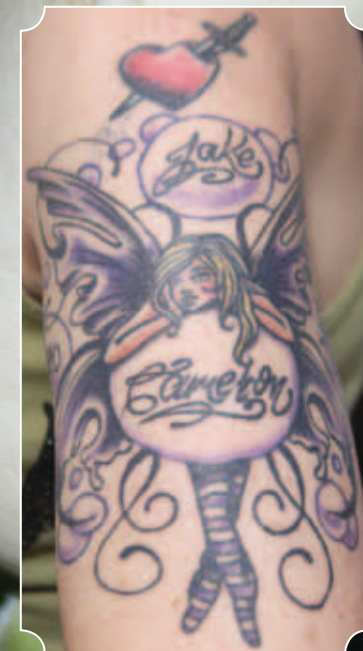
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S K I N A R T



Bullet Points

A CAUTIONARY TALE FOR CONCEALED HANDGUN LICENSEES

BY GREG ELLIFRITZ
CONTRIBUTED BY TRO

Recently at work I responded to a chaotic situation. It started out as an "Officer in Trouble" call...the one we never want to hear. That's the call that is saved for only the most dire situations. When a fellow cop airs that code, every other cop within 10 miles (regardless of jurisdiction) rolls out. And by "roll out," I mean move heaven and earth to get to the scene as quickly as possible because one of his co-workers is likely getting hurt or killed.

A Sergeant from a neighboring agency put out that call last week. When the call went out I was only about a quarter of a mile away. Light up the roof. Hit the siren. Go.

I was the first backup car on scene and drove into a mess that consisted of a woman screaming "rape," a guy wearing sweat pants with a badge in his hand, a uniformed police officer, and a man with a CCW permit holding a gun. Several of these characters were fighting on the ground in the middle of a busy four-lane road.

The uniformed cop who put out the call and I got things handled pretty quickly. No one was seriously hurt and a crisis was averted...but let me back up a little and explain how this all came about...

A woman stole a couple very expensive purses from a department store and ran out into the parking lot. Unbeknownst to her, she was being watched by store loss prevention officers. One of the officers identified himself and ordered her to stop. He gave chase when she didn't. The loss prevention officer was dressed as an inconspicuous shopper to better blend in. He was wearing sweat pants and a T-shirt.

He caught up with the thief in the parking lot and tackled her. She began striking him in the face with her closed fist and was able to break away and begin running. Even though the store employee was taller than the criminal, she outweighed him by at least 20 pounds.

He continued the chase, knocking her to the ground again. She again beat him until she was able to get free and resume running.

When he caught up to her the third time, they were right on the edge of a very busy road. He took her to the ground again and began fighting with her. He was on top of her in the middle of the road and trying to get his cell phone out of his pocket to call the police. She's still hitting him and trying to escape.

Our robber (a theft involving force is classified as a robbery in my state) got the bright idea that she needed some help. She began yelling "Rape! Rape! He's raping me!" as loud as she could. Her cries were heard by a man driving by. That man had a CCW permit. The permit holder parked his car in the middle of the road, drew his gun and came to the assistance of the "rape victim."

He pointed his gun at the loss prevention employee (who happened to be a part-time police officer as well) and said "Let her go or I'm going to shoot you in the head!"

The robber is still fighting as the loss prevention officer screams out "I'm a cop!" and thrusts his hand into the pocket of his pants to pull out his badge. The man with the [concealed handgun license (CHL)] is unconvinced and likely thinks that the "rapist" is going for a gun. He closes the distance and prepares to take a shot while the loss prevention officer and the robber continue to struggle. Finally, the badge comes out. The man with the [CHL] doesn't know what to do and is stand-

ing there stunned.

At that very moment, the police Sergeant who made the original call drives by and sees what's going on. She gets out to investigate. She has no idea what's happening. She sees a battered dude in sweat pants with a badge in his hand fighting hard with a woman screaming "rape," and a guy pointing a gun at both of them. She draws her weapon and thinking that someone is about to shoot a cop, puts out the "officer in trouble" call.

The man with the [CHL] sees the uniformed police Sergeant and the marked cruiser and decides to leave things in her hands. He shoves the gun into his waistband, jumps into his car, and drives away.

The Sergeant doesn't have any idea what role the fleeing [CHL] holder played in this drama, but he's gone and she sees a dude with a badge still fighting a woman in the middle of the road. She wades in and starts to help. By then, I'm rolling up. I never saw the man with the [CHL] even though he drove past me within 100 yards of the scene.

I recognize the loss prevention officer from past calls to his store and see the badge in his hand. I wrestle the woman's arms behind her back and it takes all three of us to get her cuffed. Once she's secure, the loss prevention officer and the police Sergeant fill me in on what had happened.

Lots of very bad things could have happened in this scenario. Fortunately, nothing did. The bad guy (or girl in this case) goes to jail and no one is hurt except for the loss prevention officer who took a few punches to the face.

Most of you carry firearms on a daily basis and want to do the right thing. What would you do if you were driving on a busy street in the middle of the day and you see a young male fighting with a woman who is screaming about being raped? There's a lot to learn from this scenario...

1) Know what you are getting into. The law generally allows you to use deadly force to defend an innocent third party from what you believe is likely to result in serious injury or death. The key word here is "innocent." A robber resisting arrest is not an innocent third party no matter how many times she yells "rape." You can testify all you want about what she said and how you thought she was being attacked. It won't matter much as you wither under the prosecutor's questions:

"You claim you thought she was being raped. Were any of her clothes removed? Were any of the "suspect's" clothes removed?"

"You testified that you drive this route often. How many times have you seen a rape at that location at 3pm in the middle of a busy four-lane road?"

"You testified that you heard the victim yell out "I'm a cop" before pulling the trigger. Do you really believe that a police officer is going to rape a woman in the middle of a busy street in broad daylight?"

"So tell me again why you thought it was justified to kill this off duty police officer? Is it because you believed the words of a convicted robber? Or is it because you got a [CHL] and carry a gun so that you can kill people?"

You see how this is going to play out. Even if you avoid conviction, you will have to take out another mortgage on your house to pay off the lawyer fees. Things are not always as they seem. Don't be in a rush to save the day when you aren't fully aware of what's happening.

2) Have you ever trained to take a shot like this? Hitting the correct person among two or more moving/fighting people is difficult. Your bulls-eye target shooting experience or four-hour [CHL] class won't give you the skill set you need to make this shot successfully. Do you know how to close the distance and make a contact distance shot? Do you know how deeply your carry ammunition penetrates in flesh? Do you know how to alter the angle of your shot so that an over-penetrating bullet doesn't hit an innocent person? You need to think about all of these things before you are capable of saving someone in a situation like this.

3) Be prepared for police intervention. When the guns come out, the cops show up. It's almost like a rule. When the cops show up, you don't want to be acting aggressively with a gun in your hand. Remember, the cops don't know who you are. Don't look like a criminal suspect or pose a threat to them in any way. Be actively watching for their arrival. Try to avoid having a gun in your hand when they get there.

Holster up or immediately obey the officers' commands when they arrive. That may mean that the criminal gets away. That's OK, we'll catch him later. An escaped criminal is way better than a dead [CHL] holder who expected the cops to somehow magically know that he's the "good guy."

4) Don't flee the scene of a crime. The guy with the [CHL] took off here. That was probably a bad move on his part. A poorly trained officer or another CCW carrier might decide to shoot someone fleeing the scene with a gun after they see a cop being hurt. It's the wrong choice to make and wouldn't be ruled justified, but I've seen it happen with my own eyes.

If the initial officer aired a description of the fleeing vehicle, it would likely be stopped by other cops within minutes. It would be considered a "felony stop" where they would order the driver out of the car and onto the ground at gunpoint. You don't want to be put in that position.

It's fine to get to a position of safety, but don't flee from the scene of a shooting or after you draw your weapon.

5) Make sure your weapon is loaded and that you are using good tactics. I was puzzled when the loss prevention officer told me that he stuck his hand in his pocket while he was being held at gunpoint. I wouldn't have done that. The officer explained to me: "He was close enough that I could have swatted his gun away, but I didn't need to. He had a .38 revolver and I could see that all of the holes in the cylinder were empty. The gun wasn't loaded. I knew he couldn't shoot me if he wanted to."

There are two issues here. The first one was that OUR HERO'S GUN WAS UNLOADED! Did he know that? I don't know. But I do know that an unloaded gun is pretty useless against a loaded one. Carry your weapon loaded! You won't have time to load it in an emergency!

The second issue is one of tactics. If you are holding a suspect at gunpoint, don't close to a distance where he can disarm you. If you need to get closer (to be more sure of your shot, for instance) use a retention position or take approach from an angle that prevents the suspect from disarming you. Don't neglect firearms retention skills in your training regime either. They are important.

I'm glad this story has a happy ending. I'm also glad that the [CHL] holder tried to stop what he thought was a violent crime in progress. We need more people with his courage and conviction. Let's use this story as a way to improve all of our tactics and training so that more criminals are apprehended and fewer people are mistakenly shot.

Greg Ellifritz is the full-time firearms and defensive tactics training officer for a central Ohio police department. He holds instructor or master instructor certifications in more than 75 different weapon systems, defensive tactics programs and police specialty areas. Greg has a master's degree in Public Policy and Management and is an instructor for both the Ohio Peace Officer's Training Academy and the Tactical Defense Institute.

Sidebar: **MISSION:** Buckeye Firearms Association is a grassroots political action committee (PAC) dedicated to defending and advancing the right of Ohio citizens to own and use firearms for all legal activities, including self-defense, hunting, competition, and recreation. We work to elect pro-gun candidates and lobby for pro-gun legislation.

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Tech Tips By Steve FORKING AROUND WITH SPRINGERS, GIRDERS, AND HYDRAULICS

COLD! Crap it was cold last January, and in Lansing we had one heck of a wild ice storm to be followed up by lotso snow then rain and then ... well it is MichiganJ! We did have fun showing and looking at some great bikes in Novi, along with chatting with a few of you great people too!! Hope we see you at some upcoming events soon.

I think I may be biting off a bit too much here this month, but I am going to give it a good shot. I thought I would talk a bit about the different front ends on motorcycles from the past, present and some wild custom versions of all of them. There are too many to completely discuss here but I will ramble on about the popular types out there today, you may do a little research and see some others such as the leading link, trailing link, Earles, BMWs Telelever and Duolever, Yamaha's single arm RADD system and Coaxial steering front suspension to name a few.

TELESCOPIC STYLE

These have been around since 1908 with the Scott Motorcycle Company in England being the first to use them; however they did not have dampening (hydraulics). In the 30s the first to use them on their production bikes were BMW and Nimbus (Fig 1), man-o-man would I like to have one of those Danish Nimbuses. The telescoping style fork system is today's industry standard due to their inexpensive and ease of manufacturing along with its appealing design and the darn things work well. The standard system uses a pair of smaller fixed inner fork tubes connected to a set of triple trees and hydraulic chambers as the larger outer tubes (sometimes called sliders or legs) with an internal spring(s) and a dampening system to keep the bike from bouncing wildly up and down, like when you use only a spring on the girder and early springer style front ends (Fig2). The smaller tube slides in and out of the larger tube as you hit a bump, the spring slows the tire from coming up to fast, as it rebounds from the shock of hitting a bump the dampening system slows the spring's rebound so it does not get a bad yo-yo effect, it is basically similar to your car suspension but the spring and shock are put together internally of your front forks. The biggest changes in these systems are the use of a cartage style internal dampening system (see Fig 3), and the upside down (USD) or inverted style fork (Fig 4). The inverted system took the larger tube which was usually located on the bottom and put it on the top in the triple trees were all the stress was from road conditions and braking which made a very strong front end, this is the norm for most all road racing style motorcycles today.



Fig 1 Nimbus Motorcycle

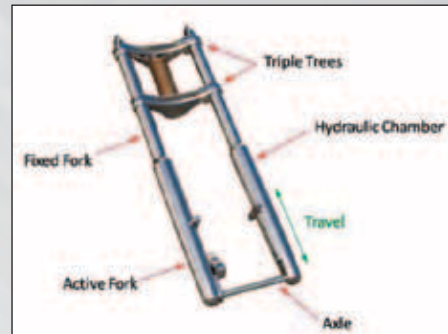


Fig 2

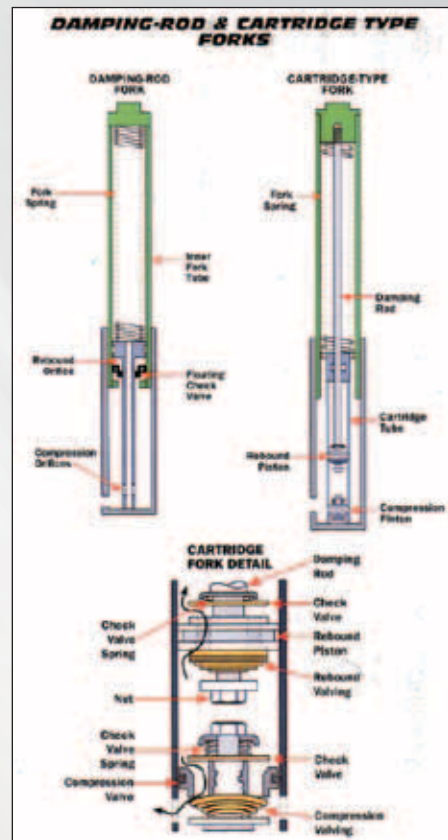


FIG 3



Fig 4 Inverted or USD Fork system

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SPRINGER

The early springer used only springs and can be a leading link or trailing link and it can use a leaf spring or a coil spring depending how it is constructed. The axle is rear of the pivot point of the suspension on a trailing link suspension like on the old Indian leaf spring forks(Fig 6) and the axle is forward of the pivot point on a leading link suspension(Fig 5), which is the typical springer front end construction today. Later, Harley Davidson put a single external shock in front of the springs and American Suspension added shocks inside their springs to control the inherent bouncing of the springer. The springer is one of the best front ends for long fork choppers due to its bottom "rocker", bettering your trail and works well transferring the road "bumps" to the suspension. The springer is a very simple system with low maintenance using external components unlike the totally internal construction of a telescoping fork system.

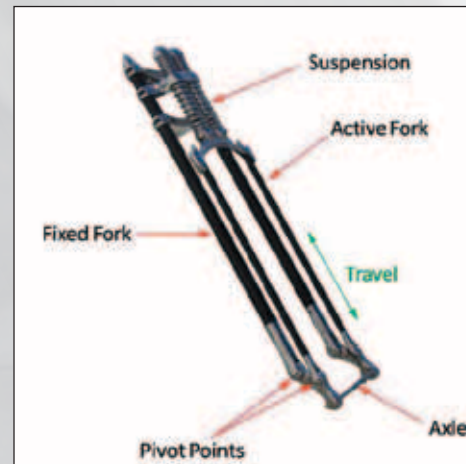


Fig 5 American Suspension Springer (leading link)



Fig 6 Indian Springer (Trailing Link)

GIRDERS

These have made a little bit of a comeback in the custom bike and even some wild super bikes lately. Like the springer, a major benefit of the girder design is that the length of the forks and the rake in the forks or frame does not determine how well a girder works. In such a structure the bending forces on one of the spans that puts it in compression are resisted by the spans on the opposite side that are then placed in tension. Girder forks took their name from the classic structural shape of the Girder Truss used in

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bridge or roof construction, it will resist forces that can come from either side. What makes Girders complicated isn't the design of the Girder Beams themselves but the geometry of the trees, links and attachment points which can be almost infinitely arranged to provide all types of trail and affect other elements of handling such as anti-dive and anti-squat, to name only two.

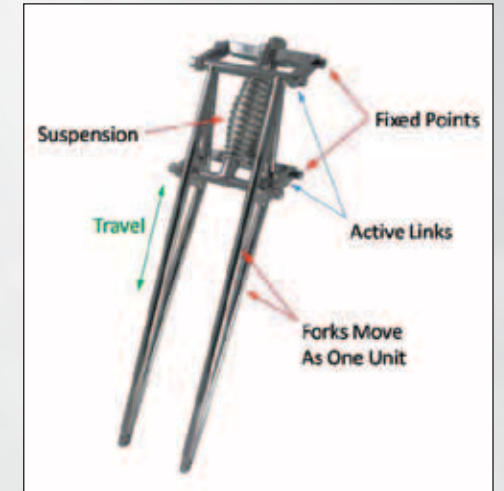


Fig 7 Girder Suspension

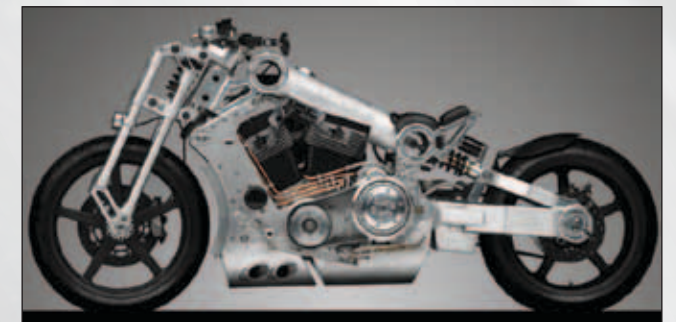


Fig 8 Cool girder on a Confederate Fighter

There is so much more we could talk about, however that's all for today great people! I sure hope you are all keeping warm and getting ready to ride soon. If you are heading down to Daytona make sure those bikes are ready to ride or get them over to your shop so they can make sure you have a worry free ride down there. If you are thinking of some cool upgrades or accessories before you go, ya better get yourself and/or those bikes to the shop quick!!!

God Bless you all

Steve

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WHY WE RIDE

BY DARRELL BROTEN

One evening in early December I found myself racing my minivan south on France Avenue in Edina, Minnesota, on snow and freezing covered streets. I passed one slow poke on the right before realizing it wouldn't make much sense to be in a car accident so close to where I was going. Better to slow down and arrive in one piece late than not at all.

What was I speeding toward? It was the Southdale 16 Cinema where a screening of the motorcycle documentary "Why We Ride" was being held. I had heard a little bit about the film and even seen its short yet unrevealing trailer. Talk was that this was a reincarnation of "On Any Sunday," the landmark biker film from the mid-1970s. This screening was part of a soft opening before the film would be officially released internationally in 2014 (DVDs are now available, according to its website, "at motorcycle dealers everywhere"). On the way I thought: Oh sure, I'll get all worked up, annoy and prod family members, rush through traffic—only to be disappointed. As I have been so many times before.

Not this time. Many motorcyclists have lamented long and loud that too few good motorcycle movies exist. Well, add one more to the A-list of biker flicks, because "Why We Ride" did, indeed, not disappoint.

The movie opens with a motorcycle on a beautiful beach riding toward the audience. The original musical score sets and maintains the mood throughout the movie. The film ends full circle (as Mrs.Bocek, my senior high school English teacher tried to pound into my head) with another motorcycle on a sunset beach riding away from us as the narrator intones, "...and tomorrow is guaranteed to no one." In between, the film tells a motorcycle story filled with history, passion, life, fun, and adventure.

Yes, riders are interviewed and they answer the usual questions. When did they first start riding? What was their first bike? How old were they when they got interested in motorcycles? These have all been asked before, but they are necessary ingredients for a two-wheeled yarn. The film



moves on with history, from the start of motorcycles, to the effect of Henry Ford on motorcycling, board racing, club development, the "bad-boy" image, and to the growth of the sport as we know it today. I already knew a lot of that stuff, but did you know that board racing—with motorcycles

that had no brakes—began with bicycle board races? Motorcycles were used only as pace vehicles until someone got the idea to race them.

But it was with the photography—still, full speed, and slow-motion—where this movie hit its stride. Inspired by "On Any Sunday," the slow motion study of road racers and motorcross competition is simply stunning. One scene shows a line of ten road racers coming head on through a short S curve, with the lead bike leaned left. Right behind the leader comes more bikes, straight up, with the following riders leaned right. The photography creates a bright slithering and snake-like creature coming right at you. In slow motion. I've never seen anything like it.

The film stars Kenny Roberts, Mert Lawwill, Troy Lee, Arlen Ness, Alonzo Bodden, Gloria Struck, Keith Code, Dave Ekins, Jason DiSalvo, Don Emde, Brian Klock, Butch Baer, Josh Hayes, Melissa Paris, Buzz Kanter, Michael Lichter, Valerie Thompson, Team Peterson, Ted Simon, Dave Barr, and Ed Kretz Jr.

World Champion Kenny Roberts explains how flat track racing helped his road racing and caused him to create the hang off knee-dragging style he invented. Motorcyclist Alonzo Bodden remarked, "Racers nowadays are dragging elbows". Everyone in the theater roared when he added, "When I drag an elbow, I'm in a crash!"

WWR spent a significant amount of time on female riders. Road Racer Melissa Paris and husband Josh Hayes had a big role in the movie. They are given lots to say about riding, how they met, and how the common denominator is riding and not gender. Laura Klock and her daughters Erika and Karlee discussed how each of them broke Bonneville Nation-

al Land Speed records, an unprecedented achievement. And Valerie Thompson is interviewed several times. She ends up revealing she is a member of the Motor Maids Motorcycle Club, is 87 years old, and has a goal of riding until she's 100.

There are stories of inspiration. Ted Simon, author of Jupiter's Travels, describes his around-the-world ride and his discovery that all peoples of this world have more in common with each other than we don't. "I have an elevated sense of how good all people of the world are," he said. He also described his struggles dealing with the superficiality of modern life after he got back from his ride. There is Dave Barr, who lost both legs as a professional soldier, then reclaimed his life by outfitting a Harley-Davidson and eventually riding 83,000 miles on his journey around the globe, a Guinness record, as a double amputee. And finally there is Ed Kretz, to whom a large chunk of the movie is devoted. The film depicts him as a racing champion in the days when Daytona was held on the beach, a tireless worker, a man's man, and a beloved and devoted father.

Why We Ride resonated with me in several ways. First, the topic of charity rides is examined. Jay Allen explained that gratitude is a prevalent attitude amongst motorcyclists and one that manifests itself in the many and varied charity rides that go on ceaselessly each riding season. That part is so close to me that I could have written the script for it. Jay's were my words exactly. Second, there was the theme of going against the grain. In modern times, even with modern machines, to be a biker is to be different in a way that requires self-discovery and more than a little sacrifice. That struck a nerve. When the film dealt with the motorcycle club and bike night scene, Bodden remarked, "Bike nights are the one place that I don't have to explain why I have four motorcycles." I've got three and how true, how very true that is. Finally, the urgent need to live life now and revel in our riding passion is examined. More than once, an interviewee described how a ride saved their life, or saved their mind, or helped their family situation. "Tomorrow is guaranteed to no one."

So, yes, I am jazzed about this movie. Watching it will force you to look at our sport in a new way while at the same time holding fast to our traditions and long-lived practices. Watching it will make your pride swell and help you realize how pure, precious, and special your riding is—that you are part of a community and lineage of passion and adventure.

That's why we ride.



PHOTOS COURTESY Why We Ride Film



TRMM EVENTS CALENDAR 2014

Don't forget to email your events to editor@thunderroadsmichigan.com

FEBRUARY

February 2
30th Peotone (IL) Motorcycle Show & Parts Expo (Indoor Event)
Will County Fairgrounds, Peotone, IL. - 10 AM until 4 PM. \$7 per adult, Early Birds Admis \$10 per adult from 7-10 AM only Buy-Sell-Trade, Bikes, Parts Leather, Food, Beer. For more info go to www.paragonspromotion.com

February 8
1st Annual Bikers for Books Birthday Party & Benefit
Rip's Place Steakhouse N' Bar, Vermontville, MI. 6 pm- close, raffles, auction, dinner, dancing, live music & no cover. For more info call 517-726-0789

February 8
8th Annual Winter Bash
Eagles Lodge 19757 Capital Ave, Battle Creek, MI. Regis 6pm, dinner 7 pm, \$10 pp dinner, cash bar, games following dinner, & music by DJ Dave. For more info contact Chopper Bob 269-986-1315 or Jacquie 269-986-5310

February 8
United By Sacrifice Concert Kick-Off Party
Bomber's Bar & Grill, Coleman, MI. 4pm-10pm, WUPS 98.5's Michael J will be there live broadcasting during the party, ticket for Molly Hatchet will officially go on sale during this event, only \$15 only at this party. Food & drink specials during party. For more info go to www.colemanveteransmemorial.org

February 8-9
Easyriders National Invitational Finals
Greater Columbus Convention Center, Columbus, OH. For more info go to www.easyridersevents.com

February 16
Giant Motorcycle Swap Meet
Suburban Collection Showplace, Novi, MI. 11 am-4pm, \$10 adults, kids 6-12 only \$3. For more info go to motorcycleswap.com (See ad this issue).

February 22-23
Motorcycle Swap Meet & Expo
Gibraltar Trade Center, Taylor, MI. Sat noon- 7pm, Sun noon- 6 pm, \$2 parking, \$7 admis, 12 & under free. \$2 off swap meet admission coupons and more info go to www.gibraltartrade.com (See full page ad this issue).

February 22
Salsa Showdown
Capitol HD, Dimondale, MI. Salsa Showdown 11 am - 2 pm. People's Choice Best Salsa. Donation to taste. For more info go to capitolhd.com or call 517-646-2345

February 23
Giant Motorcycle Swap Meet
Perani Area, Flint, MI. 11am-4pm, adults \$9, kids 6-12 \$2. For more info go to motorcycleswap.com (See ad this issue).

February 27
One and Only Bike Night of the Year
Stevens' Cycle Sales, Bay City, MI. 4 pm- 7 pm. Buy It Now pricing, music, food, giveaways. It don't get any better than this. DJ Impact Sound. For more info go to www.stevenscycle.com or call 989-684-9872 (See full page ad this issue).

MARCH

March 16
41st Annual Kalamazoo (MI) Motorcycle Swap Meet & Parts Expo
Wings Stadium, Kalamazoo, MI. 10 AM - 4 PM, \$9 adults, Buy-Sell-Trade, Bikes, Parts Leather, Food, Beer. For more info, call 1-800-800-6034 or go to www.kalamazooswap.com www.paragonspromotion.com (See ad this issue).

March 22-23
7th Annual Custom Motorcycle Show & Expo
Gibraltar Trade Center, Mt. Clemens, MI. Sat 10 am- 8 pm, Sun 10 am- 6pm, \$7 admis 12 & under free. Huge Prize Money & Trophies for Bike Competitions! For more info go to www.gibraltartrade.com (See full page ad this issue).

APRIL

April 19
11th Annual Cadillac (MI) Motorcycle Swap Meet & Parts Expo in the Wexford County Civic Center, Cadillac, MI. 10 AM - 4 PM, \$6 adults and for children 12 & under are FREE. Buy-Sell-Trade, Bikes, Parts Leather, Food, Beer. For more info call 1-800-800-6034 or go to www.cadillacswap.com or www.paragonspromotion.com (See ad this issue).

April 27
9th Annual North Shore Blessing of the Bikes
Gibraltar Trade Center, Mt. Clemens, MI. Regis at 11am, blessing & show at 2pm, free entrance, music, food, vendors, & fun activities for kids. For more info go to www.northshorechurch.us or call Chris at 586-557-0655 or email unworthy12@aol.com (See ad this issue).

MAY

May 4
Walneck Motorcycle Swap Meet & Show
Monroe County Fairgrounds, Monroe, MI. \$6 admis. 8 am- 3 pm. For more info go to www.walneckswap.com

May 4
15th 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, noon bike show, blessing at 1:30 pm, charity ride at 2 pm & live music. More info www.cotlw.org or call 989-834-5950

May 10
14th Annual Jackson Blessing of the Bikes
1st Church of the Nazarene, Jackson, MI. Start time is Noon, with the Blessing Service at 1:30 PM. Door Prizes, Food, Donation Drawing, Music, Ride-In Bike Show (\$5 to enter), Michigan Veterans Traveling Wall on display. ALL bikes, bikers, clubs, and general public invited. NO attitudes or alcohol allowed. Questions, call Gary at 517-531-3481

May 10
Coldwater Swap Meet
Branch County Fairgrounds, Coldwater, MI. 8am-4pm, vendors, contests, cruise party down Main Street & bike blessing. For more info call 517-278-5367 or go to www.coldwaterswapmeetandcarshow.com

May 10
2nd Annual Allegan Blessing of the Bikes & Classic Cars
110 N. Cedar Street, Allegan, MI. 8 am-2pm, \$5 gate fee, Pig Roast, Games, and Music by Clearwater, Vendors, Proceeds to help the Following Charities. For more info contact Bob "Ace" 269-806-3883 or email Knightsnbikesmichigan@gmail.com

May 16-18
42nd Annual Blessing of Bikes Festival
South MI 37 Hwy, Baldwin, MI. Vendors, camping, gates open at 9 am. \$5 per bike. For more info go to www.paragonspromotion.com

May 17
Lake Shore Riders Spring Run
560 7th Street, Baldwin, MI. 9:30 am meet, kickstands up at 10 am. Free to public, live music, \$10 camping pp. for more info call Brandon 616-217-1286

May 25
26th Annual Spring Valpo-Fest Motorcycle Show & Swap Meet
County Expo Center, Valparaiso, IN. 9am- 4 pm, \$8 adults, 12 & under free & free for ladies who ride their bikes. For more info go to www.paragonspromotion.com (See ad this issue).

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To get your event listed in Thunder Roads Magazine and on our website, send the information to

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Event information must be received prior to the 10th of the month preceding the event month to be posted in the magazine.

Remember to call ahead before planning to attend any event as the information/dates may change. Thunder Roads is Not responsible for errors or omissions.

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