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LETTER FROM THE OWNER

Happy Valentines Day!

How are your New Year's resolutions coming along? I hope that you are all getting out (when it's not subzero temps) and playing in the snow somehow. With the expansion to *Motors-Lakes-Trails*, I am learning so much about snowmobiles, ice fishing, and other winter activities that I never would have known otherwise. It's funny how much people get into these pastimes—just like riding a motorcycle. Because I grew up around motorcycles and have rode basically my whole life, I was never on the other side of "if you have to ask, you wouldn't understand". Being out of my comfort zone and not understanding all the pastimes I'm hearing about is making me want to learn as much as possible really quick.

Maybe it's a pride thing, maybe it's curiosity... Nevertheless, I want to know more! I know that I *really* don't have to know everything, lol, but I want to. Now that I hopefully made you chuckle (especially if you know me personally, you know my sense of humor), I hope you enjoy this month's features.

I feel that it is worth repeating the news about our exciting expansion. Each month we will have your regular favorites and—dependent on the season—something new for you to read and enjoy. We can't ride our motorcycles right now, so what else are we doing? We bikers do more than just ride motorcycles; we hunt, fish, we enjoy boating, snowmobiles, side-by-sides, and so much more. Our state has four seasons and something exciting to offer in each one of them—so Live It Up!

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Now for some "Mo" Advice

The person who says it cannot be done should not interrupt the person doing it.

Jody Mohowitsch
"Jody Mo"





The Positive Shift

What and Who Are You Appreciating Today?

Having a tough start to your day? Stop what you are doing and take a moment to think about something that makes you smile or happy.

If you cannot think of anything now, be happy that you woke up, can breathe on your own, have vision to see the beauty around you, or that even if you sometimes have to fake a smile that you actually have the ability. Remember, to be grateful for these and the other little things sometimes taken for granted, as they can be taken away in a blink of any eye and others may be pining for these abilities they no longer are able to enjoy.

Sometimes we all need to take a step back and appreciate the small things!

So start today by sending a text to a friend or family member, letting them how happy you are to have them in your life. It could change not only your day, but also theirs!

Until then...Don't Coast in Neutral, Positive Shift Ahead!

~ Stacie

Stacie Zatkovich
President and Founder of The Positive Shift LLC

Stacie Zatkovich is a life coach who, for the past twenty-three years, has used her passion for positivity and incredible ability to help others fine-tune their behaviors to promote a sense of purpose and excellence in their day-to-day lives. A frequent keynote speaker and life coach at business, public, and private events, she has fine-tuned her Positive Shift program to work with a wide array of audiences, believing everyone can live a well-balanced life with purpose if they want to. Her program focuses on the individual, whether they are feeling unfulfilled in their personal life or dispassionate about their career. A resident of Michigan, Stacie has developed and founded multiple initiatives, and been involved in a staggering array of activities which have benefitted citizens, organizations and groups throughout the region. In addition to the multiple awards she has received for her philanthropy, in 2017, she was also recognized by her home state of Michigan for her efforts. Stacie also represented her state as Mrs. Michigan United States in 2014 and Mrs. Michigan USA Universal 2016, where she placed in the top twelve.

ABOUT THE COMPANY

The Positive Shift, LLC was started in 2017 by President and Founder Stacie Zatkovich, with the goal of coaching, educating, empowering, and creating a positive emotional balance for individuals. The one-of-a-kind tactics employed, along with monthly exercises, are designed to unlock unlimited potential, which can help individuals confidently pursue their personal goals. The company works with individuals or small groups and allows important social and psychological skills and abilities to be developed, challenged, and positive behaviors to be reinforced after program completion. For more information, or to book Stacie for your upcoming event, please call 248-821-5119 or email: thepositiveshiftllc@gmail.com.

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READERS RIDES Scott Clemons



I've always enjoyed four-wheeling and riding around on the trails. I bought a couple of new Yamaha Grizzly 4-wheelers in 2014 and was hoping to start doing some family trips. My dad went out in 2015 and bought his first used 2014 Polaris RZR 900 trail, as he was gearing up for the trip I was planning. Unfortunately, he didn't have it very long before he let someone else take it for a spin...and boy, did they ever! They crashed it, forcing him to buy a new 2016 Polaris RZR 900 trail a few months before our trip at the end of August. We wanted to go down to West Virginia to the Hatfield-McCoy trail system, as we had heard great things, but never ridden it. I had read lots of reviews on the trails and watched some videos, and I decided that I would be much better also getting a Polaris RZR 900 trail. Although I had fixed my dad's 2014 that got wrecked and bought it from him, I was feeling the need for something new.

So I took myself to the Polaris dealer in search of a new RZR 900 trail. I was hoping to find one that was a different color than the gray one my dad had just bought. It must have been my lucky day, because they had just received their first 2017 Polaris RZR 900 trail in that day in blue, which is my favorite color! It was quite the surprise to my dad when I pulled a brand-new RZR 900 out of the trailer when we arrived down in West Virginia. Now we go down every year to the Hatfield-McCoy trail system, and it is definitely a lot of fun—especially pulling my dad out of the mud, or even rolling him back upright on four wheels!

Ice Races



Sherman MotorSports ~ Jeremiah Sherman



Jeremiah Sherman

Fifteen years ago, I returned to motorsports as an enthusiast after serving time in the military and college. Growing up in Michigan's Upper Peninsula, it was natural to get back into ice riding—and eventually ice racing—which led me to an ad for the 2006 AMA ICE RACE NATIONAL CHAMPIONSHIPS in Eagle River, Wisconsin. Ten years later, here I am, hosting this legendary event in Cadillac, Michigan.

This year's event has over fifty classes and three days of racing, from four-year-olds to seniors in their 70s, and skill levels from beginner to professional. Although this is a motorcycle national championship, we will also have an ATV class as well. Both disciplines will have studded and non-studded classes.

Ice racing truly is Pure Michigan. It has deep roots that go back as far as the motorcycle history itself. Racers used to meet every Sunday on Lake St. Clair and race in the same styles as today. The biggest differences now are the advancements in technology, which allows the riders to push the machines so much harder; it is truly a sight to behold. The finale of this great event will be *The Koldkutter Shootout*; this race will boast some of the fastest motorcycle riders in the country from the AMA's pro flat-track circuit, racing for up to \$6000 in cash!

Although the roots are deep in Michigan, the racers at this event come from across the country, including California and Alaska! They race in their local series, ride lakes and the rivers where they can, as much as they can, for a chance to become an AMA National Champion.

One of these series, local to Michigan, is the AMA District 14 Ice Racing State Championship Series. I took over as chairman for the series five years ago with the goal of growing our sport. I have been relatively successful in that our rider averages continue to increase, but foul weather has led to less events in the last few years. This year is giving us a promising start and we look forward to many successful events. Our youth classes are overflowing, which is a great sign for the future. FMI go to www.shermanmotorsports.com or www.d14ice.com or email d14iceracechairman2014@gmail.com



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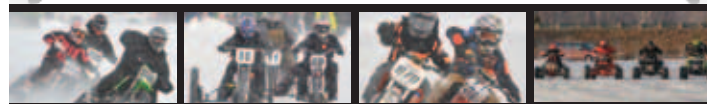
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VETERANS CORNER



State lawmakers have introduced a flurry of bills in Lansing concerning veterans. As with lots of bills, some will never make it out of committee, but here are some of them (this list will be continued next month, due to space).

HB (House Bill) 5015 would add language to the Consumer Protection Act preventing third parties from misrepresenting themselves or particular veteran benefits.

HB 5324 would require schools to allow veterans to serve as a mentor to pupils.

All of the below bills concerning taxes are currently pending in the House Tax Policy Committee.

HB 5186 and 5187 would exempt eligible disabled veterans and their surviving spouses from having to pay homestead property taxes after the end of this year.

HB 4986 impacts property tax credits on the income tax for disabled veterans and **HB 4985** would revise how disabled veterans qualify for property tax exemptions.

HB 4961 modifies property tax exemptions for disabled veterans and surviving spouses and **HB 4014** updates language around property tax exemptions for disabled veterans.

HB 4111 increases a credit which disabled veterans can claim against the state income tax.

HB 4139 makes changes around property tax exemptions for disabled veterans.

HB 4362 would require the state to reimburse local governments for money lost on property tax breaks for disabled veterans.

HB 4484 modifies the property tax exemption for a surviving spouse of a disabled veteran.

SB (Senate Bill) 45 is pending on the Senate floor. It makes changes to a property tax exemption for the homestead of a disabled veteran or a surviving spouse.

SB 723 requires the state to pay local governmental units for loss of property tax due to breaks for disabled veterans. It's pending in the Senate Finance Committee.

HB 5253 would extend disabled veteran license plates—currently reserved for fully disabled veterans—to partially-disabled veterans with a service-connected disability rating. It's currently pending in the House Transportation and Infrastructure Committee.

HB 4127 would create a Michigan veterans' suicide prevention task force. It's pending in the House Military and Veterans Affairs Committee.

HB 4262 would require the Department of Military and Veterans Affairs to issue a military transportation card to veteran or active-duty members. The card would allow those who carried it to access all public transportation for free. The bill is pending in the House Transportation and Infrastructure Committee.

HB 4263 would waive the \$100 examination fee for veterans who wanted to be licensed as electricians in Michigan. It's pending in the House Military and Veterans Affairs Committee.

HB 5161 would establish a grant program for Michigan veterans pursuing STEM careers. The bill would give veterans up to \$5,000 after their first year of study in a STEM degree program. It's currently pending in the House Committee on Military and Veterans Affairs.

March 29 of each year would be designated as "Recognize Vietnam Veterans Day" in Michigan under HB 5315.

HB 4923 prohibits anybody from charging veterans or their spouses for replacement copies of "DD form 214, Certificate of Release or Discharge from Active Duty." It's pending in the House Military and Veterans Affairs Committee.

A mortgage holder wouldn't be able to demand repayment or accelerate payments due for six months after a missed payment when the mortgage is held by a veteran under HB 4875. If the veteran made up the missed payment during that time period, the lender will have to reinstate the mortgage. It's pending in the House Committee on Military and Veteran Affairs.

Michigan veterans would be able to get a free state identification card after providing documentation under HB 4987

SB 404 similarly exempts veterans for having to pay for a state identification card. It passed the Senate and is pending in the House Military and Veterans Affairs Committee.

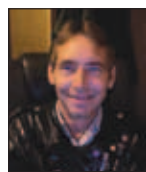
HB 4819 would let certain employers claim a \$1,000 tax credit on the income tax for each unemployed veteran they hired for a full-time job. The bill is pending in the House Military and Veterans Affairs Committee.

HB 4818 would establish a bill of rights for Michigan veterans. It lists rights ranging from being treated with dignity to having access to safe housing. The bill is pending in the House Military and Veterans Affairs Committee.

HB 4048 would require any veterans facility in the state to give employment preference to veterans. It passed the House and is pending in the Senate Veteran, Military Affairs and Homeland Security Committee.

SB 70 would extend the period covered under the Vietnam Veteran Era Bonus Act to include those who served during a period from Sept. 1, 1973, to May 7, 1975. Under the act, combat veterans can get a service bonus of \$600. Other veterans can be paid up to \$450. The bill is pending in the Senate Appropriations Committee. A similar HB 4646 is pending in the House Military and Veterans Affairs Committee.

David McCallister "Possum"
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Car drivers must constantly keep their blind spots in mind and remember to check them before maneuvering or changing lanes. For motorcyclists, simply turning your head to the left or to the right is all you need to do to get the full view.

Another benefit that motorcyclists have over car drivers is the fact that they can hear traffic better. They can hear what's coming and can take the necessary precautions to keep themselves safe.

EVASIVE ABILITY

A motorcycle is much more maneuverable than a car, especially when it comes to moving within a lane. If necessary, a motorcycle can swerve either to the right or to the left to avoid hitting a car that stops suddenly in front of it.

Unfortunately, a car driver in the same situation may have no choice but to run into the other car if they can't stop. Even if the driver pulls to the left or to the right, cars are much wider and heavier than motorcycles, so they won't respond as quickly and impact will still occur.

In terms of stopping and starting, motorcycles are able to outdo cars. Because of its smaller size and lighter load, a motorcycle can stop much faster than a car. The same is also true of accelerating, which is a viable evasive maneuver; accelerating can get you out of a dangerous situation.

ATTENTIVENESS

When you're on a motorcycle, you're very much connected to and aware of the world around you. Car drivers don't normally have that same benefit. They're cut off from the world, isolated inside their car.

On top of that separation, they also have other distractions to contend with, such as the radio, other passengers, kids, and cell phones. Sadly, distracted driving has grown exponentially in the past few years.

According to the National Highway Traffic Safety Administration, distracted driving claimed 3,477 lives in 2015 and caused injuries to 391,000 people.

Motorcyclists are removed from many of the common distractions that car drivers face. For the most part, it's just the motorcyclist and the road, which means that they're able to concentrate more fully on driving safely and remain aware of their surroundings.

SAFETY BENEFITS EVERYONE

A good argument can be made that motorcyclists are in general are better and safer drivers than motor vehicle operators because motorcyclists can see more, evade better, and focus more. However, it's important to ensure that the road is a safe place for everyone.

We need to remind our fellow car and truck drivers to focus on the road and to keep a careful eye out for motorcyclists. A safer road benefits everyone.

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.
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"Whipped" is in his back yard trying to fly a kite. He throws the kite up in the air, the wind catches it for a few seconds, it then comes crashing back down to the earth. "Whipped" tries this a few more times with no success. All the while, his wife is watching from the kitchen window and muttering to herself how men need to be told how to do everything. She opens the window and yells to her husband, "Whip, you need a piece of tail."

"Whipped" turns with a confused look on his face and says, "Make up your mind, woman! Last night you told me to go fly a kite."

I was having drinks at a popular local hotel Pub with my friend Justin, when he spotted an attractive woman sitting at the bar. After an hour of gathering his courage, he approached her and asked, "Would you mind if I chatted with you for a while?" She responded by yelling at the top of her lungs, "No, I won't come over to your place tonight!" With everyone in the restaurant staring, Justin crept back to our table, puzzled and humiliated. A few minutes later, the woman walked over to us and apologized. "I'm sorry if I embarrassed you," she said, "but I'm a graduate student in Psychology and I'm studying human reaction to embarrassing situations". At the top of his lungs Justin responded, "What do you mean two hundred dollars an hour in your room upstairs?!!"

A middle-aged woman had a heart attack and was taken to the hospital. While on the operating table, she had a near-death experience. Seeing God, she asked, "Is my time up?" God said, "No, you have another 30 years, two months and eight days to live" Upon hearing the good news, the woman decided to stay in the hospital and have a face-lift, liposuction and tummy tuck. She figured she might as well look her best since she was in it for the long haul. After her last operation, she was released from the hospital. While crossing the street on her way home, she was struck by an ambulance and killed. Arriving in front of God, she demanded, "I thought you said I had another 30 years? Why didn't you pull me out of the path of that ambulance?" God replied, "Girl, I didn't recognize you!"

Top Ten Country & Western Songs Last Year:

10. I Hate Every Bone in Her Body But Mine

9. I Ain't Never Gone To Bed with an Ugly Woman But I Woke Up With A Few

8. If The Phone Don't Ring, You'll Know It's Me
 7. I've missed You, But My Aim's Improvin'
 6. Wouldn't Take Her to A Dogfight 'Cause I'm Scared She'd Win
 5. I'm So Miserable without You It's like You're Still Here
 4. My Wife Ran Off With My Best Friend and I Miss Him
 3. She Took My Ring and Gave Me the Finger
 2. She's Lookin' Better with Every Beer
- And the Number One Country & Western song is ...
1. It's Hard To Kiss The Lips At Night That Chewed My Ass All Day.

If you're being harassed by telemarketers and you see "Unknown Caller" on your Caller I.D., just pick up the phone and yell really loud; "HELLO....You're On The Air".

Wife texts hubby on a really cold winter morning: "Windows frozen, won't open."
Hubby texts back: "Gently pour some lukewarm water over it and then gently tap edges with hammer".

Once upon a time there was a frog who lived in a lake all by himself. He had been given special powers by a local witch. One day he finally ventured out of the lake to get his first glimpse of the world outside. The first thing he saw was a bear chasing a rabbit (this went on all day, every day) and so he called out to them and asked them to stop. Then he said to them: "I am a magical frog and since you are the first two animals I have ever seen, I am going to grant you both three wishes. You will each take turns using them and you have to use them now." The bear (being greedy) went first. I would like for every bear in this forest to be female except for me." A magical sound and it was done. Then the rabbit. "I would like a helmet." This confused both the frog and the bear, but after a magical sound there was a helmet. It was the bear's turn again. "I would like for every bear in the neighboring forest to be female." A magical sound and it was done. The rabbit went again. "I would like a motorcycle." Both the frog and the bear wondered why the rabbit didn't just ask for a lot of money with which he could buy himself a motorcycle, but after a magical sound there was a motorcycle. The bear took his last wish. "I would like for all the bears in the world to be female except for me." A magical sound and it was done. The rabbit then put on his helmet, started up the motorcycle, and said "I wish this bear was gay" and took off like a bat out of hell.

Happy Valentine's Day

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Downtown Walleyes

BY Mark Crisp



The cold cuts through to your bones, the wind bites at your face, and the ice beneath your feet can be a pain to walk on. Snow will make the walk easier and keep dark shadows from casting in the water below.

You pick a spot between all the others dotting the ice, hoping you have a good spot and drill or spud your holes spaced just right. If you have one, you set up your little home away from home for the few hours you plan on being there. Some settle for buckets, some have homemade sleds. You're ready to go and drop your lines with your favorite set-up through your holes in the ice. You start jigging, waiting for one of those solid stops as you raise up, or that lack of feeling as your lure drops to set your hook.

Walleye fishing on the Saginaw River or Saginaw Bay can and is very rewarding to those who brave the elements to try their luck. Some people think we are crazy; heck, maybe we are. We will talk about the river here for the most part as any fisherman can access this water without use of transportation.

The different tactics, lures, and colors vary as much as all those holes in the ice. We will discuss several here that work well, at least for myself and many others that love those 'eyes. Whether you chose to use a jigging Rapala, jig head, or a spoon, they all work well at different times.

I like Chartreuse and white Jigging Rapalas, but I also use orange/white and Blue/Chrome. I always change out the center treble hook with a #4 Eagle Claw. Rigging minnows on this varies a lot, depending on the bite. Sometimes a perch minnow on front and back hooks, maybe one on all three hooks or just the tail end of a walleye minnow on the center treble. I find the extra flowing motion of multiple minnows attracts more hits. The weight of the Rapala depends on the current.

Many different spoons work well in many colors, but my favorite is the Bay De Noc Do-Jigger in Blue and White, rigged with the front half of a walleye minnow. If the current is too strong, I don't use this method, because it's just too hard to feel the lure, which is key with this method. Also use a lighter line and a more sensitive rod. I use a fiberglass rod for sensitivity to feel the lure hit bottom; the second it hits, jerk it up. I personally took 27 walleyes over 8 lbs in three weeks using this spoon



in downtown Saginaw. I was one of the first to bring these from the UP to the Saginaw area. I bought some of the first ones out, only because they were out of white Swedish Pimples, which are very popular on the ice in the UP for walleyes.

Jig heads are more a personal lure when it comes to color and size. Some use a tail, some just a minnow, others use both. Try using a different color tail than the head of the jig. Also, a trailer hook is great for short strikes.

Location to fish the river is a big question mark for many, depending on ice condition and thickness, water clarity, and depth. Downtown Bay City is great fishing and close to home for those of us who live here. Water depth can vary from 15-24 ft. This means you want line with less stretch to get good hook sets. Many fishermen use the launch at the foot of the Independence Bridge to access the river by the USS Edison. Vet's Park has lots of parking and the middle grounds off the Lafayette St Bridge to the east side of the river near the old Cass Ave Bridge location.

Downtown Saginaw, you can pick and choose. One advantage I find to fishing here is the water depth varies from 8 to 15 ft. This narrows the amount of water and space for the walleyes to allow your bait a great chance to connect. Usually you can get your fish to the hole faster with less time to throw the hook, especially with the Rapala. Its weight allows them to throw it easier than jig heads or spoons.

If you can handle the cold and wind and love fishing and love a great meal of fresh walleye, and if you don't have the means or the time to trudge two, three, or four miles out on Saginaw Bay, give the Saginaw River a shot! Honestly, you can park and be set up and fishing within fifteen minutes of parking.

Be Safe and enjoy your time on the ice.

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BEARS IN THE WOODS

I grew up in a time when we camped all over Michigan. Like most kids, I can tell you I was always into something.

One time in the State Park in the Upper Peninsula, our campsite was surrounded by woods. Once it got dark, we were having a bonfire. I had a flashlight and I faced it toward the woods. (I should explain my dad wasn't there at that time, and my mom was in the camper.)

When I turned my flashlight on, I saw two little bear cubs. I took the bag of marshmallows we had and started feeding the bears. I thought it was so cool!

My mom yelled out from the trailer, and asked me what I was doing outside. I replied, "I'm fine, Mom, I'm feeding the bears." I heard a scream from my mom to get into the trailer right now. As a little kid, I didn't want to go and leave the bears, but I did.

To top off the story, my dad came back and roared like a bear through the window. My mom jumped so high; it was really funny, and my dad didn't even know the bears were out there!



Crow Man holds the Michigan Grand Slam title, as he finished fall/winter 2005 with an elk.



The Michigan Grand Slam is the title given for having the state record of the four Michigan animals that CBM recognizes as trophies by a single hunter. Those four animals are deer, bear, elk, and turkeys. The accomplishment has always been considered so rare. The added challenge of drawing a limited bear tag and particularly a bull elk tag, and to harvest animals that make the record book minimums seems insurmountable. However, it miraculously has been done by a select few. Crow Man is of that select few.

SNOWMOBILING WHERE TO START

Whether it's your first time snowmobiling, or you're a seasoned pro, we have compiled some helpful questions and answers that will hopefully make you want to run out, get a snowmobile, and look to the sky for snowflakes!

WHERE DO I GO SNOWMOBILING?

There are snowmobile-riding areas located throughout the Snowbelt regions of the United States and Canada. Obtaining information on where to snowmobile is simple. State and provincial snowmobile associations have close affiliations with clubs that represent regions of the state or province. Contacting the state/provincial snowmobile associations will then put you in touch with a local club that will be very familiar with the trail system and riding area you wish to visit. The state/provincial natural resource department also has access to trail and riding maps, local visitor and convention bureaus and chambers of commerce in the regions you wish to snowmobile.

In addition to extensive trail systems and riding areas, there are trail heads (trail beginnings) where you can start your journey. Launch your adventure by towing your snowmobiles to the trail head, park your vehicle, unload your snowmobiles, and then you can begin your ride to enjoy the wonders of winter on groomed and marked trails.

WHO CAN I SNOWMOBILE WITH?

There are over 3,000 snowmobile clubs in North America, all of which welcome new members. Snowmobile clubs are located in the area that you would like to snowmobile and are affiliated with the state or provincial snowmobile association. The local state and provincial snowmobile associations can help you get in touch with the club of your choice and give you information on where to snowmobile. Associations hold functions throughout the year where you can join a club and meet new friends for year-round fun. Find a snowmobile club or association near you!

DO I NEED A LICENSE OR PERMIT TO RIDE?

Every snowmobile state and province requires that your snowmobile be properly licensed or registered. Licensing information is available through your state or provincial snowmobile association and through your local state natural resource office or highway department. Licensing requirements for driving a snowmobile vary from state to state or province to province, and that information is available from your state or provincial snowmobile association.

It is always recommended that first-time riders attend a safety class, and also review the Safe Riders website for snowmobile tips and instructions that highlight the importance of snowmobile training.

DO I NEED TO TAKE A SAFETY DRIVING CLASS BEFORE I SNOWMOBILE?

Some areas require a safety class. It's best to check locally with your state or provincial snowmobile association. Your state or provincial organizations may offer safety-training classes. Don't know whether your association offers safety classes? Find a snowmobiling association in your area for more information.

HOW MANY SNOWMOBILE MANUFACTURERS ARE THERE?

There are four major manufacturers that build snowmobiles:



WHAT TYPES OF SNOWMOBILES ARE OUT THERE?

ENTRY-LEVEL SNOWMOBILE

Entry-level snowmobiles are often called trail models. These snowmobiles come equipped with engines ranging from 60-70 horsepower, are easy to ride and relatively inexpensive. They can be equipped with electric start for easy starting, as well as electric reverse for better maneuverability. These snowmobiles are very light and easy to handle and serve as a great way to ease into snowmobiling.



PERFORMANCE SNOWMOBILES

Performance snowmobiles, like performance automobiles, feature slightly higher horsepower engines. The engines generate 85 horsepower and up. These vehicles are slightly heavier than the entry-level vehicles due to engine size differentiation and additional weight related to suspension systems, shock absorbers and more. These vehicles are often equipped with reverse gear and electric start, and are much more responsive and performance oriented.



TOURING SNOWMOBILES

Touring snowmobiles feature a seat configuration that is designed for up to two individuals, and features a backrest for added comfort. Touring models usually include side-mounted mirrors, larger windshields, reverse gear and electric start. These vehicles are larger and heavier than both performance and entry-level snowmobiles and are designed for riding long distances in comfort. The track length of a touring vehicle is also greater. This longer track length cushions your ride, adds stability for two people and provides more comfort and weight.



MOUNTAIN SNOWMOBILES

These snowmobiles, made specifically for mountain riding, are longer and narrower. The vehicle configuration allows for riding hillside in mountainous terrain and through heavy powder. The vehicles have specially designed long lug tracks, which allow them to maneuver through heavy, deep powder conditions. These vehicles generally have high horsepower engines, since horsepower is lost at higher elevations. The riding characteristics of a mountain snowmobile generally lend it to better handling abilities in mountain riding over trail riding.



UTILITY SNOWMOBILE

Utility snowmobiles are common when any work or utilitarian needs are required. The vehicles are longer, slightly wider and heavier than other snowmobiles. They function exceptionally well on trails and heavy snow, and come equipped with electric start and reverse. They are often used to tow work sleds or toboggans. View utility snowmobile models



CROSSOVER SNOWMOBILES

These snowmobiles are versatile vehicles that can go from the trail to powder and back. With

continued

SNOWMOBILING...WHERE TO START

a longer track for deep powder, these snowmobiles can be taken off the trail to find fresh powder in the woods. Suspension enhancements give it greater handling for aggressive drivers and maneuverability in any situation. Crossover snowmobiles are ideal for trail riders who want the option to explore into the woods and beyond.



WHERE DO I PURCHASE A SNOWMOBILE AND HOW DO I KNOW WHICH ONE IS RIGHT FOR ME?

Like any motor vehicle, snowmobiles can be purchased new or used from a licensed dealer. Snowmobile dealers are conveniently located throughout the northern tier (Snowbelt regions) of the United States and Canada. For a full listing of dealers, you can visit the manufacturers' websites.

When purchasing a used snowmobile, buyers should follow the same guidelines in buying a used snowmobile as when buying a used car or boat and have the vehicle inspected by a

knowledgeable mechanic. A visual inspection will help determine if the vehicle has been properly cared for. Make sure to always ask for service records!

When beginning to snowmobile for the first time, there are many considerations. If you will be taking a rider with you often, then you might consider a two-person snowmobile where you can travel comfortably with a rider companion. If you plan to snowmobile on your own, a standard snowmobile with mid-range power should provide the best quality ride. Individuals that ride in the mountainous regions of North America should purchase a sled specifically designed for mountain riding.

As a tip, you may want to test ride a friend's snowmobile and find out why they purchased that particular vehicle. What to look for: snowmobile type (one or 2-riders), engine size and options.

Discuss your preferences with the dealer to make sure you get the snowmobile that's right for your needs.

WHERE IS THE BEST PLACE TO LOOK AT SNOWMOBILES?

The best place to begin your search for a snowmobile is to attend one of the many snowmobile shows held in the states and provinces throughout North America, and visit local dealerships. Snowmobile manufacturers' websites also offer helpful information and you can even build a snowmobile based on your preferences. Find Canadian Snowmobile Shows & Events and U.S. Snowmobile Shows & Events.

WHAT TYPE OF CLOTHING DO I NEED?

Snowmobile clothing comes in all shapes and sizes and all snowmobile clothing, helmets and accessories should be purchased from reputable snowmobile dealers. The following snow-friendly clothing is recommended: bibs (pants that extend up your chest and back), jackets, gloves, boots and helmets. Snowmobile dealers offer a full line of clothing that is specifically designed and manufactured to keep you warm and help withstand winter weather.

HOW MUCH DOES IT COST TO BUY A SNOWMOBILE AND ACCESSORIES?

Snowmobile prices range from \$2,000 for a used snowmobile to \$10,000 for a new snowmobile. Snowmobile clothing costs approximately \$100 for a jacket and \$80 for bibs (pants that extend up your chest and back), \$50 for boots, \$20 for gloves, and \$100 for a helmet. If you need to trailer your snowmobile, snowmobile trailers start at \$500 and can go up to \$3,000 for an enclosed trailer. Many clubs and associations sponsor swap meets

and sales where you can find snowmobiles and clothing at reduced prices and information to help get you started. Find a snowmobile association or swap meet.

HOW DO I KNOW IF THERE IS ENOUGH SNOW FOR SNOWMOBILING?

Snowfall varies from location to location. We recommend you visit Intellicast, or other weather websites, to determine temperature and snowfall in the region you're visiting. Your local state or provincial snowmobile association has trail condition information that is current and updated on their websites. Convention and visitors' bureaus also keep track of riding conditions.

For more useful information, you can also visit Fun Snowmobile Clubs, Where to Snowmobile and www.trailconditions.com.

HOW DO I MAINTAIN A SNOWMOBILE?

Maintenance on snowmobiles is basic and similar to motor vehicle maintenance and operation. A licensed mechanic through a dealership is usually the best way to ensure the vehicle will be ready for use. Always check the oil, belts and moving mechanisms of the snowmobile and refer to the owner's manual that comes with every machine.

WHAT ARE THE IMPLICATIONS OF MODIFYING MY SNOWMOBILE EXHAUST SYSTEM?

The snowmobile manufacturers certify all new snowmobiles meet two rigid sound testing procedures. The certification procedure is designed by the Society of Automotive Engineers (SAE) and recognized worldwide. The manufacturers work diligently to ensure snowmobiles are as quiet as possible and pass the strict SAE sound standards. If a snowmobile is modified, there is a good chance the snowmobile will no longer pass the rigid SAE sound test. Many states and provinces prohibit the operation of excessively loud snowmobiles and require the sound level to be equal to that of the SAE sound level.

Exhaust systems are tuned to work efficiently with the engine. Many jurisdictions carry considerable fines for violating sound laws that can be caused by snowmobiles with non-original equipment exhaust systems. In some municipalities it is against the law to modify a snowmobile exhaust system with any exhaust system that does not pass the SAE sound certification test procedure.

For information on snowmobile certifications and standards visit www.snowmobilesafetycertification.org.

Article courtesy of gosnowmobiling.org

Tales from the Trails

Snowmobile Stories



Here is a funny story that happened late this past season. My son was driving his Polaris, and it backfired (LOUD) and quit. He pulled and pulled, changed the plugs, choked it, changed the plugs again, checked the exhaust for engine fragments, and finally gave up on it. On the following weekend, I thought I would give him a hand to figure it out. Going by what he told me, I picked up a new set of plugs on my way home from work, and helped him change the plugs. First, we did a compression check because we had the plugs out and there are only three things a sled needs to run: compression, spark, and gas. Test showed 120 on both sides; checked the spark with new plugs and it looked good. We pulled off the gas cap and the tank couldn't have been any drier, unless we held a torch to it! We went and got some fuel and that Polaris fired right up. A lot of people probably wish their non-running sled issues were this simple to solve. Chris Clark

When I turned fourteen, I purchased two 440 Mercury SRs for \$500. One was blown up, but both were in awesome shape, body-wise. Two weeks after buying it, I let my sister take it for a drive. With me on the back, we came to a hill and she wasn't going very fast—so to make it to the top, I told her to give it more gas. Well, she did—full throttle! Now this machine was not the same caliber as the Mercury Twister; but it got going quick enough that we got to the top of the trail where it split, and then kept going straight. We were all just hanging on for dear life! We hit the snowbank and flew what seemed to be one hundred feet—and wrapped that baby around a nice big oak tree. Thankfully, I had that second body to make one machine from two, so I could carry on the rest of that winter. To this day, when I'm at a show and see an old SR, I can't help but smile and remember my sister opening Christmas gifts in a cervical collar that year! ~ Ray Ouellet

When my sister was about twelve, she begged my uncle to let her drive his sled into the back of his truck. Finally he let her, and she gunned it on the way up and put the skies right through his back window. ~ Lisa Quilter

I remember rebuilding a 440—I think it was a Sachs motor that got put into an old Scorpion Range Whip. Someone hooked the spring for the throttle return up to somewhere on the sled frame. Problem was, it was in-line with the throttle axis, so once you opened the throttle past the halfway point, it actually OPENED the throttle instead of closing it! First time that engine fired up, it pinned itself wide open, and took off across Chris Clark's grandfather's yard, hit a tree and flipped the sled while dragging Chris behind it. ~ Ken CIPHERY

A good friend of mine, Skippy, lived just a few miles away while we were growing up in the back woods of Sprucedale. His weapon of choice was an old 335 Olympique. Strange-lookin' unit, loud and heavy, slow and clumsy, and it smoked really bad. Parts were missing, and it was so ugly, it would make a train want to take a dirt road. The Olympique, though, was in great shape.

It was a warm March day, and after a few months of trails and roads, Skippy decided he was ready to try boondockin' and blaze some trails into no-man's-land. I'm not sure why their backyard was called no-man's-land; because clearly, it was inhabited by man, an old Ford truck, a few outbuildings and the family dog. Still, the snow hadn't been touched by tracks yet.

About three minutes into his first ride off-road, he realized sitting down wasn't an option as he needed to use his body to steer. This presented a new problem—since the choke lever was busted off, he had to run the sled without the engine protective cowling. Under normal circumstances while sitting, this is not a problem; but your clothing will smell like gas afterward. However, when standing up, Skippy's baggy blue one-piece snowsuit would get sucked into the carb if he leaned too far forward. He was getting frustrated with his sled continually eating the crotch of his snowsuit, and killing the engine. He decided we would make the long five-hundred-foot ride back to the house.

His brother Tater-Todd and I waited at the top of the hill for Skippy. We stood there with confidence, encouraging Skippy to speed up, hoping he would overshoot the hill and crash on the other side. He made it only about three-quarters of the way up the hill before, once again, the crotch of his suit got sucked into the full-throttle carburetor, snuffing out the engine. As the sled slowed to a stop, Skippy jumped off. As he did, the engine that was not fully stopped backfired out of the carb, igniting his gas-soaked crotch!

What happened next was very interesting. I guess it could be best described as a mummified Chewbacca doing the Irish jig while smacking himself in the crotch with one hand to extinguish the huge flames, with the other arm flailing about over his head like a helicopter. I'm not sure if he was flagging us down to help beat out the flames, or take flight. Obviously, we wanted to help, and Tater and I quickly sprang into action. Eventually, after a few well-placed snowballs to the face and groin, and the very untraditional slapping-of-the-crotch dance, the flames went out, leaving a still-smoking and sizzling big burned black hole.

Skippy decided to walk back. I guess he figured it was safer to venture through the remaining two hundred feet of the unknown and dangerous no-man's-land of the backyard than to attempt to ride the fire-breathing beast he thought he had tamed. ~ Steve Leigh



SUDOKU

by Geneva

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4		5	2					
	6			3				
2	8		3			1		9
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3		7			6		4	8
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Each Puzzle has 9 boxes. Each box has 9 squares. Write numbers 1-9 in the squares without repeating the same number from side to side, top to bottom or within the same box.

Winner will be announced in the next issue of Thunder Roads.

Help me find my beer!

By Geneva

Winner Last Month

DAVID OWENS
of Florida

Congratulations!

As Always...
Ride Safe
Friends!



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TRMI EVENTS CALENDAR 2018

Don't forget to email your events to editor@thunderroadsmichigan.com
 Bold events indicate advertiser of Thunder Roads MI-please patronize our advertisers.

FEBRUARY

February 2-3
 Kalamazoo Valley Museum Storytelling Festival, Kalamazoo, MI.

February 2-4
AMA Ice Race Grand Championships, Mitchell State Park, Cadillac, MI. See cover & full page article this issue for more info.

February 3
Thumb Ice Breaker Series
Lucky Thumb Motorcycle Club, Deford, MI. For more info call 810-705-1317

February 3
 Coopers Glen Music Festival, Kalamazoo, MI.

February 3
 Your Comic Con, Redford Charter Twp, MI.

February 3
 Grand Rapids Public Museum Festival, Grand Rapids, MI.

February 7-11
 52nd Annual Detroit Camper & RV Show, Suburban Collection, Novi, MI.

February 8-10
 Petoskey Winter Carnival, Petoskey, MI.

February 8-11
 Michigan Tech Winter Carnival, Houghton, MI.

February 8-19
 Detroit Lakes Polar Fest, Detroit Lakes, MI.

February 9 - 11
 Hunting and Fishing Expo, Birch Run Expo Center, Birch Run, MI.

February 10
Free Flowers for the Ladies
ABC HD, Waterford, MI. For more info go to abcharleydavidson.com (See full page ad inside front cover this issue).

February 10
5th Annual Thunder Fun Night
Bay Valley Resort, Bay City, MI. MUST ALREADY BE REGISTERED TO ATTEND. For questions call Jody Mo 989-615-5757 (See all event details online at ThunderRoadsMichigan.com).

February 10
Thumb Ice Breaker Series
MPX, Sebawaing, MI. For more info call 810-705-1317

February 10
 Chili Cookoff, Biker Bob's HD, Taylor, MI. 11 am- 2 pm. For more info call

February 11
 Winter Jam, Detroit, MI.

February 11
District 14 Ice Racing, Valley Trail Riders MC, Bentley, MI. For more info go to d14ice.com (See full page article this issue).

February 13
Free Paczki's for Fat Tuesday
ABC HD, Waterford, MI. For more info go to abcharleydavidson.com (See full page ad inside front cover this issue).

February 13
 Hamtramck Paczki Day, Hamtramck, MI.

February 14
 Happy Valentine's Day

February 14 - 18
 Grand Rapids Boat Show, Devos Place.

February 16-18
 Field & Stream & Outdoor Life Expo, Lansing, MI.

February 16 - 18
 Michigan Deer & Turkey Expo, The Lansing Center, MI.

February 17
Thumb Ice Breaker Series
Lucky Thumb Motorcycle Club, Deford, MI. For more info call 810-705-1317

February 17 - 25
 60th Annual Detroit Boat Show, Cobo Center. Detroit, MI.

February 18
District 14 Ice Racing
Owosso Motorsports Park, Owosso, MI. For more info go to d14ice.com (See full page article this issue).

February 24
Thumb Ice Breaker Series
MPX, Sebawaing, MI. For more info call 810-705-1317

February 24
 Grand River Fly Tyers 10th Annual Celebration of Fly Tying, Knights of Columbus, Wyoming, MI.

February 24 - 26
 Mid-Michigan RV & Camper, SVSU Ryder Center Saginaw, MI.

February 25
Detroit Area Motorcycle Swap Meet
Suburban Collection Showplace, Novi, MI. 10 am- 4 pm, \$8pp, 12 & under free, bikes, parts, leather, jewelry, patches & more, vendor spots available. Call 989-225-1244 for more info (See full page ad this issue).

February 25
District 14 Ice Racing
Valley Trail Riders MC, Bentley, MI. For more info go to d14ice.com (See full page article this issue).

MARCH

March 1 - 4
 Outdoorama, Suburban Collection Showplace, Novi, MI.

March 2-4
 Autorama, Detroit, MI.

March 2-4
 Motor City Tattoo Expo, Detroit, MI.

March 4
District 14 Ice Racing
Owosso Motorsports Park, Owosso, MI. For more info go to d14ice.com (See full page article this issue).

March 8 - 11
 Port Huron Camper & RV Show
 Blue Water Convention Center, Port Huron, MI.

March 9-10
 Boyne Highlands Brew-Ski Festival, Harbor Springs, MI.

March 10-11
 Midwest Fly Fishing Expo, Macomb Community College, Warren, MI.

March 9-18
77th Annual Daytona Beach Bike Week
Daytona Beach, Florida. 10 days of festivals, concerts, cruises, showcases, & more. For more info go to OfficialBikeWeek.com (See ad this issue).

March 10
Bike Give-Away Event
Town & Country Sports Center, Cement City, MI. 11am - 2pm. Free food avail 11am - 1pm. Enter the drawing for free & must be present at 2pm when the winner is announced to win the bike! Bike TBD. For more info call 517-547-3333 (See full page ad inside back cover this issue).

March 10
 Trails In Motion Film Festival, Farmington, MI.

March 11
 Detroit St. Patrick's Parade

March 15 - 18
 Novi Boat Show
 Suburban Collection, Novi

March 16 - 18
 Hunting and Fishing Expo, Traverse City Civic Center, MI.

March 16-18
 Boyne Mountain Carnival Weekend, Boyne Falls, MI.

March 17
 St. Patrick's Day

March 17
 Boyne Highlands Krazy Daze, Harbor Springs, MI.

March 17
 Nub's Nob Mardi Gras, Harbor Springs, MI.

March 18
45th Annual Motorcycle Swap Meet
Wings Event Center, Kalamazoo, MI. Bikes, parts, leather, food, beer & more. For more info call 800-800-6034 (See ad this issue).

March 20-25
 Ann Arbor Film Festival, Ann Arbor, MI.

March 23 - 25
 Northwest Michigan Camper & RV Show, Grand Traverse County Civic Center, Traverse City, MI.

March 23 - 26
 Port Huron Camper & RV Show, Blue Water Convention Center, Port Huron, MI.

March 25
 Detroit Greek Independence Day, Detroit, MI.

March 31
34th Annual Motorcycle Swap Meet
Wexford Civic Center, Chicago, IL. Bikes, parts, leather, food, beer & more. For more info call 800-800-6034 (See ad this issue).

EVENT LISTINGS ARE FREE!!!

Increase your attendance by posting your event in Thunder Roads Magazine of Michigan.

All Advertised Events in our Magazine will have their event Posted on the Pull-Out Calendar (specific issues) and your Event will be Highlighted in the Thunder Roads Events Calendar of the Magazine.

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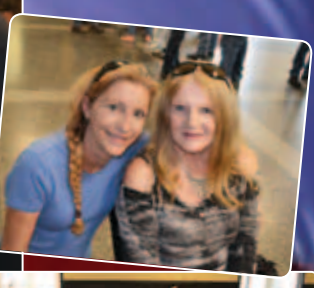
To get your event listed in Thunder Roads Magazine and on our web site, send the information to:

Editor@ThunderRoadsMichigan.com
 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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K.I.S.S. IN THE KITCHEN

KEEP IT SIMPLE SWEETIE
Composed & edited by: Toni McCoy Shearon aka
"Thunder MaMa" of Thunder Roads National Founders' Office.

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.

IF you really want a Happy Valentine's Day, then simply take your lovely woman out to eat at her fave restaurant. Somewhere that she'll be treated like the Queen she is, and no dishes to wash. Believe me when I say you will be greatly rewarded. Oh, yeah!

Here's a few super simple, quick appetizer's you can make before you head out.....or, just make these and stay in! Be sure and buy enough champagne, wine or adult beverage of HER choice.

SHRIMP COCKTAIL FOR TWO

1 Bag of Jumbo Frozen Shrimp from your fave grocery. Thaw under running cold water in a colander, as per pkg. suggestions. Keep tails on and pat dry w/ paper towels.

Pour your favorite Cocktail Sauce into shallow bowls with stems on them or use champagne glasses. Hang your shrimp over rim of glass w/ the tail on the outside for easy gripping. Cut a lemon or lime up into sections and a slit across the center to put slit on rim of glass to squeeze all over shrimp prior to eating. I personally like a small dipping bowl of real melted butter to first dip my shrimp in melted butter and then into the cocktail sauce. Perfect appetizer for 2!

E-Z BLACK BEAN QUESADILLA

- 2 (15 oz.) Cans of Bush's Seasoned (reads Seasoned Recipe on can) Black Beans; drained
- 1 Cup of your favorite Salsa
- 2 Cups Shredded Colby & Monterey Jack cheese
- 8 8-inch Flour Tortillas
- 1/3 Cup of Sour Cream
- 1 Small Can of Green Chilies
- 1 Good Pinch of Chopped Cilantro (optional)

Mash one can of black beans w/ potato masher. Mix in remaining can of black beans, salsa and cilantro (optional). Spread mixture evenly on (4) tortillas; top generously with cheese. Cover w/ remaining tortillas. Heat skillet; add a few drops of peanut oil or extra virgin olive oil and cook quesadillas 2 minutes per side. You want little golden brown spots all over. Slide from pan onto a cutting board and cut like a pizza. Serve up on a platter with bowl of salsa & sour cream each. It's only you 2; double dipping is encouraged. (Smooch)

LAMBRUSCO COCKTAIL

- 1 Bottle of Lambrusco Wine (find @ any liquor store or grocery store selling wine)
- 2 Ounces Creme de Cassis (@ any liquor store)
- 1 Cup of Strawberries (tops and bottom tip removed and sliced) It's one cup of strawberries for each bottle of wine, so slice accordingly.

In a large pitcher (preferably glass), add the full bottle of chilled Lambrusco, Creme de Cassis and strawberries, stirring gently to combine. Fill 2 highball glasses with small ice cubes (like Sonic Drive-In has) or cracked ice. If you don't have ice option on your fridge, (wrap larger cubes in a clean dish towel and use meat mallet or small hammer to break up into small cracked pieces) place in a small plastic bowl in freezer to be handy for refills. I would advise getting 2 or 3 bottles of Lambrusco and since you already have the other ingredients, making a fresh pitcher or pitchers is no hassle. Plan ahead guys!

CHERRY SAKE COCKTAIL

- 1 Bottle of Japanese Sake (or more)
- In each champagne glass add 2 shots of Sake
- 2 ozs. of Amaretto liqueur and a teaspoonful of your or your lady's frozen fruit of choice that you've smooched (muddled) in a glass bowl. Using this recipe you can easily make up a pitcher. This recipe is so easy and the drink is delicious!

HAPPY VALENTINE'S DAY!

THUNDER ROADSTM 2017 PUBLISHERS OF THE YEAR THUNDER ROADS

First, we are honored and humbled to receive this award. Our congratulations go out to all the other states who's incredible publications made us strive each and every month to deliver our best! Without them pushing us, we certainly wouldn't be where we are today. We want to give a huge shout out to our in-house GDA, Megan Smith, and our National GDA, Barbara Garner, who burn the midnight oil and keep the coffee on until we get it right every month!! Next, our thanks go to our monthly contributors and Road Reps who each have their own fan clubs out there. They deliver solid, timely articles that have a huge impact on our readers. And last but certainly not least, we thank all our sponsors who deliver great looking ads, articles and Thunder Cams every month. When we came into the network we knew we had the support of all the states and that was never more true than this last year. The best part of being a publisher is the solid backing of the other states. The constant reminder to "Bring the Cool" drives us to stay focused and remember that our readers deserve the best we can deliver. From the entire Thunder Roads Pennsylvania Staff - Thanks You!! See you out there!



THUNDER ROADSTM 2017 COVER OF THE YEAR

THUNDER ROADSTM MAGAZINE

Tennessee



Most of our covers come from Denise's Imagination, for our Veterans Day Tribute Cover (Nov. 2017) her idea was a WW2 bike in front of a WW2 plane. We approached the owners of the bike we wanted to use, Kenneth and Melissa Brown of the Middle Tennessee Indian Motorcycle Riders Group (@midtnimrg) and Ken sent the bike and photographer Joey Steadman (@sleevedimages) to Georgia for the centerfold photo with the P-51 Mustang "Rednose," and to North Carolina where Joey captured this incredible image with the B-17 Flying Fortress "Aluminum Overcast." The bike, nicknamed "The General Eisenhower," a 1940 Indian Military Chief 340B restored by Robin Markey of Pennsylvania is documented as 1 of only 115 bought by the army as a solo bike with no sidecar. Thunder Roads TN is honored to win the 2017 Thunder Roads Cover of the year, but all the credit really goes to bike owners Ken and Missy Brown and photographer Joey Steadman for bringing Denise's idea to life in such an incredible way.

IN THE SHOP WITH RON

SMOOTHING OUT THE WRINKLES PART II

Next I change to 150-grit sand paper, using the same sanding block and same technique; sanding filler until smooth and no sand scratches from the 80-grit are left. Now we need to feather-edge the existing finish all the way around the repaired area. It's not necessary to prime the entire hood—just the repaired area—but the existing finish must be sanded anywhere primer will be applied. For this step, we'll start with 150-grit and finish with 220-grit. In some cases, we might use one type of power tool or another, but this job can be accomplished just as easily and effectively by hand.



The next step is to clean the surface of all sanding dust and mask the area for primer. Once everything is masked and ready for primer, I use a chemical wax and grease remover to final-clean the surface just prior to spraying the primer. This step is critical to obtaining proper adhesion of the primer. I use med gray epoxy primer surfacer and spray three or four coats, depending on the circumstances.



When the primer is dry, I spray a very light coat of rattle-can black over the primer to use as a guide coat.



This month in the shop, we're going to finish the tractor hood we started last month. When we left off last month, we had done the metal work, prepped the hood for plastic filler, and applied the first coat of filler. The next step is to finish the filler and prep for primer.

To finish the filler, I like to use a sanding block best suited for the shape and size of the area being worked on. Sanding blocks come in several shapes and sizes and sometimes you just have to be creative.



I have also used paint sticks, pieces of hose, pipe insulation—whatever it takes. The object of block sanding is to remove the high spots while floating over the low spots until ultimately the filler becomes level with the undamaged area.

Once I've chosen the correct sanding block, I like to start sanding with 80-grit sand paper using a cross-hatch or crisscross technique until the filler is feathered smooth on the edges and no high or low spots exist.

By Ron Johnson

The contrasting color of the black on the gray allows you to block-sand the primer and see if there are any low spots or imperfections in the primer. To block-sand the primer, I use the same block I used on the filler and the same cross-hatch technique.



When block-sanding the primer, it's important to make sure you remove all the guide coat. If there is any guide coat left on the primer, there is either a low spot, imperfection, or area that hasn't been sanded. Any remaining guide coat will negatively affect the final color coat.

Next step is to sand the entire surface to be painted (including the primed areas) with 320-grit sand paper. Once again, on this project, by hand is my choice for final sanding. Next, we need to clean and mask for the color coat, and again the final step before painting will be a chemical cleaning followed by a light wipe with a tack rag. For color coat, we're using a single-stage polyurethane enamel and we will be spraying three coats. This product normally doesn't require any polishing, and it holds up well in all weather conditions.

Unfortunately, we didn't get pictures of the tractor when it was completed. I apologize, but will get a picture and include it in a future article. We also have other painting projects planned in the near future.

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Ron

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Jody "Mo's" THUNDER FUN

Inspiration

Perfect courage is to do without witnesses what one would be capable of doing before all the world. ~ La Rochefoucauld

Life shrinks or expands in proportion to one's courage. ~ Anais Nin

When written in Chinese, the word crisis is composed of two characters. One represents danger and the other represents opportunity. ~ John F. Kennedy

The pleasure of criticizing robs us of the pleasure of being moved by some very fine things. ~ Jean de La Bruyere

Some Random Animal Facts

70% of all animals in the jungle rely on figs for their survival.

The Chinese soft-shelled turtle is the animal that is known to pee through its mouth.

Many animals have been reported to commit suicide, including cows, dogs, bulls, and sheep.

Calvin Klein's "Obsession for Men" is spread in camera traps because it attracts wild cats and other animals.

An octopus has 3 hearts.

It is mandatory in China to test all makeup products on animals. While in Europe, it's prohibited.

Cows have four stomachs.

Squirrels can't burp and vomit.

Owls have eye tubes instead of eyeballs.

One of the amazing animal facts is that with a faster metabolism and small bodies, animals can see in slow motion.

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AMA Extreme Off-Road State Championships begin

2018 Kenda RevLimiter AMA Texas Extreme Off-Road State Championship is Round 1 TKO Qualifier

By EreK Kudla, AMA Off-Road Racing Manager



The AMA Extreme Off-Road State Championships, a new AMA series kicked off Jan. 13-14 in Decatur, Texas, with the 2018 Kenda RevLimiter Extreme Enduro, the AMA Texas Extreme Off-Road State Championship. The event was hosted by MotoKolors Racing. Each round of competition is a standalone championship, representing the best riders in each region of the country—Texas, California, Michigan and Pennsylvania.

Each event also serves as a qualifier for the AMA Grand Championship, the Kenda Tennessee Knockout.

Evan Ask was the top qualifier for race two at the Tennessee Knock Out in August, finishing sixth overall. Photo by Darrin Chapman

The top three overall competitors, whether they are pre-qualified or not, qualify straight to the TKO Pro Race on Sunday.

The next 10 who are not pre-qualified riders qualify for the second TKO Amateur race on Saturday.

In its second year, the Kenda Revlimiter attendance has exploded, with more than 150 entrants and a course lined with spectators. Breaking the ice for the off-road season, the second weekend of January is both cold and exciting, with many riders just shaking off the winter cob webs, debuting new rides and sponsors.

The event's difficulty has been stepped up, as well, this year, definitely adding justification to the "Extreme Off-Road" title.

On Day 1, the Amateur State Champions all were crowned in a two-lap race that took the overall winner Jeff Cowan more than an hour to finish. He would go on to finish 13th overall on Sunday, qualifying fourth for the TKO 2.

The top 75 finishers from Saturday raced the Pro event on Sunday, where five-time Tennessee Knockout champion Cody Webb, aboard his FMF/KTM 250 XC-W TPI, dominated the field, sweeping all three extreme motos. SRT Off-Road's Cory Graffunder finished sec-

ond, followed by defending RevLimiter Champion Jordan Ashburn aboard his Factory Beta.

The riders qualifying for positions in TKO 2 had stiff competition, with the Klim/Roosters Next MX-backed Evan Ask finishing sixth overall and taking the top qualifying spot. Colorado transplant Dustin McCarthy took the second spot, finishing 11th overall, and Tri City Cycles Josh Staley qualified third in 12th overall.

The riders have a chance to better their TKO start position or qualify at the next three events in the Championship:

- June 9: Devore, Calif.: Last Dog Standing
- June 17: Marquette, Mich.: Mad Moose Hard Enduro
- June 30-July 1: Tamaqua, Pa.: Tough Like RORR

AMA Road Captain workshops set for April at AMA Motorcycle Hall of Fame Museum

AMA EAGLES workshops also scheduled



PICKERINGTON, Ohio — Two AMA Road Captain workshops are being offered April 7 at the AMA Motorcycle Hall of Fame Museum, covering various aspects of leading a group motorcycle ride. AMA EAGLES training also will be available that day. AMA EAGLES (Education, Activism, Growth, Leadership, Expertise, Skills) is an advocacy and leadership program that empowers members with knowledge, tools and resources tailored to their interests.



Through it, members learn about the AMA and become better grassroots activists, public relations representatives and membership advocates.

Two road captain sessions will be presented by AMA Recreational Riding Manager Heather Wilson: a morning session from 10 a.m. to noon and an afternoon session from 1-3 p.m.

"Group rides are an important AMA activity, and this workshop is



offered to current AMA members at no charge as way to sharpen their skills as road captains," Wilson said. "It's a great way to learn about planning the route, handling paperwork, preparing for emergencies, using hand signals and taking actions that help improve group rides."

To register, visit www.americanmotorcyclist.com/For-Members/AMA-Road-Captain-Workshop. Sessions are limited to 30 participants and fill up quickly.



AMA EAGLES workshops will be offered simultaneously, led by AMA Volunteer and State Chapters Manager Marie Wuelleh.

"Although EAGLES can be completed online at a member's own pace, often an interactive group environment is more fun and allows members to ask questions and get immediate feedback," Wuelleh said.

The EAGLES workshops are from 9:30 a.m. to noon and 1-3:30 p.m.

AMA members can register at www.americanmotorcyclist.com/For-Members/AMA-EAGLES/Story/attend-in-person-eagles-training.

Sessions are limited to 15 participants, and those who complete the program will leave with an AMA EAGLES certificate and patch.

The renewable fuels mandates released in late November by the U.S. Environmental Protection Agency

are higher than the 2017 levels and the 2018 levels the agency proposed in June.

WASHINGTON, D.C. — The EPA's final 2018 Renewable Volume Obligations call for 19.29 billion gallons of renewable fuel—primarily corn ethanol—to be blended into the nation's gasoline supplies. That figure is higher than the 19.24 billion gallons the agency proposed in June and slightly higher than the 19.28 billion gallons required in 2017. The EPA mandates continue to rise, even as cars become more fuel efficient and drivers travel fewer miles each year. Forcing more ethanol into fewer gallons of gasoline results in higher-ethanol blends for consumers. Most gasoline sold in the

United States contains 10 percent ethanol (E10), which all modern automobile engines and many motorcycle engines are built to accommodate. However, if the RFS requirements continue to be implemented, it will result in higher-ethanol blends—such as E15 (15 percent ethanol)—to become more prevalent at retail outlets. An increase in the supply of E15 can lead to inadvertent misfueling—caused by blender pumps and confusing pump labels—by motorcyclists. None of the estimated 22 million motorcycles and all-terrain vehicles in use in the United States is approved by the EPA to operate on ethanol blends higher than 10 percent. The AMA also is concerned the increased reliance on ethanol could further reduce the availability of E0 fuel, which is necessary to operate older and vintage motorcycles.

The Sturgis Motorcycle Museum and Hall of Fame plans to double in size within three years

with its Hall of Fame section getting its own campus.

STURGIS, S.D. — Meanwhile, the museums' Main Street location will get a major revitalization, courtesy of donations from supporters, board members and the Law Tigers. Preliminary plans are complete for the second site. The larger building will house the Hall of Fame, the pre-1938 collection and various galleries. Key features include permanent collections, featured galleries, a café, meeting rooms, a gift shop and training areas. Completion for Campus 1—Legendary Main Street—is July 2019. Campus 2—Heritage Hill—is scheduled for completion in time for the Sturgis Rally's 80th anniversary in 2020.

Sign up and stay informed:

AMA News & Notes keeps motorcyclists up-to-date on hot topics, news affecting the motorcycling community and opportunities to communicate with elected officials. You can sign up to receive AMA e-newsletters and updates, by visiting www.AmericanMotorcyclist.com



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HISTORY OF FOUR-WHEEL DRIVE

PART I OF A SERIES

The four-wheel drive was born at the beginning of the last century, developed by a succession of visionaries that began with a Wisconsin blacksmith and continued with such men as Harry Arminus Miller and Harry Ferguson. They never would have believed their development would prove to be the most popular "school" transport a century later.

The first four-wheel drive car was built in 1903, but it wasn't until the early 1980s that the concept again found favor in series production. Even then, only one major manufacturer had enough faith in the concept to make it an integral part of the range, other than for off-road use. That company was Audi, which offered two Quattro models.



The Jensen FF featured Ferguson Formula 4WD



Austro-Daimler armored-car with four powered wheels. It was first demonstrated during maneuvers of the Austrian army in 1906. It was turned down because Emperor Franz-Josef said it was unsuitable for military use since "it would frighten the horses".



1947 Cisitalia

It is strange that the same enthusiasm that greeted the Quattro on its first appearance at Geneva in 1980 was also shown towards other 4x4 designs which had preceded it. Road cars like the Jensen FF, racing designs such as the Cisitalia 47,

and the various Formula 1 prototypes of the seventies, together with sophisticated off-road models like the Range Rover, were all acclaimed on their introduction, but only the cross-country vehicles prospered. In many cases, the problem had been technical (the lack of an effective constant velocity joint prior to 1930 being a major consideration), or financial.

Prior to the Quattro, most of the vehicles lacked proper development and marketing backup, and many of them featured four-wheel drive in combination with other advanced techniques, such as turbine engines or anti-lock braking systems for example, which made the vehicle package too complicated for commercial success. Others, like the AMC Eagle and the Subaru Leone, aimed their designs more at the off-road user than the road driver (although things would change at Subaru over the years, with their stellar All-Wheel-Drive system). Fortunately, military users had been constant four-wheel drive devotees since the Second World War, and it is to the military that we must give thanks indirectly—for the development of the Audi Quattro range and all that followed Audi's lead.

THE MILITARY HERITAGE OF THE FOUR WHEEL DRIVE

The American army made the first move in 1912, when it began to swap some of its horse-drawn carts for trucks made by the FWD auto company, which featured four-wheel drive—as the initials implied. In June 1940, the army asked its suppliers for proposals for a "General Purpose 4x4 Truck" that would have a maximum speed of 50 mph and cross-country capability. The American Bantam Car Company, formed to build the Austin 7 under license, called on a freelance designer from Detroit, Karl Probst, who came up with a set of plans in only five days. The prototype was completed in 49 days, and Bantam won a contract to supply 3000 examples of the vehicle, which was already known as the "Jeep" from its "General Purpose" title. Later, Ford and Willys Overland were to take over the contract because of their more competitive prices. Between 1941 and 1945, more than 600,000 Jeeps, all following Probst's original concept, spread the 4x4 message throughout the world.



Alvin Hughes- 1942 Willys MB

Before and during the war, only the Americans had espoused the Jeep concept. Sure, there was the German amphibious Schwimmwagen designed by Dr. Porsche which featured all-wheel drive, as did a total of 564 special VW Beetles built between 1942 and 1944, but the best-known German military vehicle, the Kubelwagen, had rear-wheel drive only. After the war, however, every general in every country was on the lookout for a Jeep of his own. In 1946, just as the US Government demobilized its GIs, so did Willys Overland demobilize the Jeep, turning it into a relatively comfortable closed vehicle while retaining its military forbear's off-road abilities. The Universal, as it was known, created a new class of vehicle that was to enjoy an ever-increasing popularity, particularly in the USA. The age of the off-road leisure vehicle had arrived—however, unlike the luxury

4x4s that command the roads today, in their infancy it was the dirtier and more unkempt off-road vehicles that better expressed the macho appeal of the four-wheel drive.



1943 Volkswagen KdF Beetle- estimated value now between \$275,000 USD to \$350,000 USD

In 1954, following this train of military thought, the German army approached a number of constructors and asked them to submit prototypes for evaluation. The model chosen was that from Auto Union, the DKW Munga. It was notable for the fact that most of the major suspension units were interchangeable front and rear. Twenty-two years later, the same constructor, which had changed its name to Audi in the interim, was successful in winning another contract, this giving birth to the VW Iltis, the direct descendant of the Munga. It was during winter trials one day—or so the story we have been told—that engineer Jorg Bensinger watched the Iltis performing alongside some Audi prototypes and had the idea of adapting the Iltis running gear to a road car.



Volkswagen Iltis- VW Iltis



DKW Munga

To the credit of the Audi management, they accepted the idea and sold it to corporate headquarters at Wolfsburg. The investment in the Quattro was made, and development carried through until the car was a saleable commodity. The final investment, an important one, was in a strong promotional campaign designed to overcome the ignorance and general malaise which surrounded the 4x4 concept for road cars. The Quattro's success in rallies was an important part of that campaign.

Information courtesy of Unique Cars & Parts

Be sure to pick up next month's issue to continue reading about the History of Four-Wheel Drive.

EXPOS & SHOWS



Lynn Baldwin

Got the wintertime blues? Looking for something to do over your free weekends?

There are so many shows and expos going on almost every weekend - Hunting, Fishing, Boating, Camping and RV. If you have a passion for any activity, there is an event out there for you.

We have compiled a small list of shows around the state for you to check out.

Get out there and enjoy your passion!

FEBRUARY 7-11
52nd Annual Detroit Camper & RV Show
Suburban Collection
Novi MI
www.marvac.org

FEBRUARY 9 - 11
Hunting and Fishing Expo
Birch Run Expo Center
Birch Run MI
www.birchrunhuntfish.com

FEBRUARY 14 -18
Grand Rapids Boat Show
DeVos Place
www.showspan.com

FEBRUARY 16 - 18
Michigan Deer & Turkey Expo
Lansing MI
www.deerinfo.com/michigan

FEBRUARY 17 - 25
60th Annual Detroit Boat Show
Cobo Center
Detroit MI
www.detroitboatshow.net

FEBRUARY 24
Grand River Fly Tyers 10th Annual Celebration of Fly Tying
Knights of Columbus
Wyoming MI
www.grandriverflytyers.club

FEBRUARY 24 - 26
Mid-Michigan RV & Camper
SVSU Ryder Center Saginaw, MI
www.rvshowmichigan.net

MARCH 1 - 4
Outdoorama
Suburban Collection Showplace
Novi MI
www.showspan.com

MARCH 8 - 11
Port Huron Camper & RV Show
Blue Water Convention Center
Port Huron MI
www.marvac.org

MARCH 10 - 11
Midwest Fly Fishing Expo
Macomb Community College
Warren MI
www.midwestflyfishingexpo.com

MARCH 15 - 18
Novi Boat Show
Suburban Collection
Novi MI
www.noviboatshow.com

MARCH 16 - 18
Hunting and Fishing Expo
Traverse City Civic Center, MI
www.tchuntfishexpo.com

MARCH 23 - 25
Northwest Michigan Camper & RV Show
Grand Traverse County Civic Center
Traverse City MI
www.marvac.org

MARCH 23 - 26
Port Huron Camper & RV Show
Blue Water Convention Center
Port Huron MI
www.marvac.org

APRIL 20 & 21
Northern Michigan Outdoor Expo
Otsego County Sportsplex
Gaylord MI
www.ocsportsplex.com/special-events/outdoor-expo

Bullet Points



HOME DEFENSE

BY RICK WYATT



Sorry about last month; seems I got bested by technology, and only part of the article I wrote made it to Jody's desk. When it comes to electronic communications I quite often find myself in the dark without a match, but unlike many of the younger generation, I can survive even after the batteries go dead. 'Nuff said!

I am often asked what I consider to be the best handgun for home protection and invariably I state my preference would be a pump-action shotgun over either a pistol or rifle. I support this preference with what I consider to be some significant reasoning.

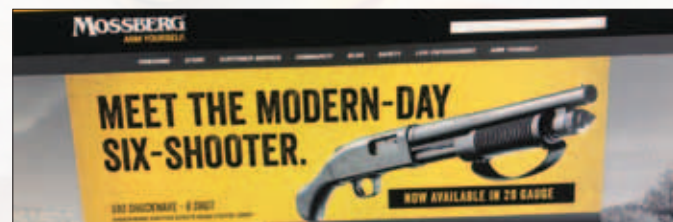
First—and maybe most important—is the sheer intimidation factor of the sound of a pump-action shotgun being cycled for use. This is a machine language understood by bad guys all over the world, and it conveys a very simple message: "You picked the wrong house, dumbass." I know VP Biden suggested "stepping out on the veranda and cutting loose a couple of rounds from the Beretta," but I would prefer not to have to explain to some judge why I don't consider warning shots to be the reckless discharge of a firearm—especially when it happens inside the city limits of some liberal-infested criminal-coddling berg. Running the action of your pump gun with a little authority is both loud and distinct, and will usually negate the need to discharge the firearm.

Second reason for the shotgun preference has to do with the level of skill necessary to stop your target. Rifles and pistols are target-specific weapons; i.e., you are launching a relatively small projectile with the intent of bringing down a much larger target, which may or may not present the opportunity for a quick and clean disabling shot. However, a home defense shotgun with an open choke discharges a growing shot pattern going out to "whom it may concern" downrange from the business end of the barrel. Pinpoint accuracy is not necessary, which can be a great equalizer in close quarters or low-light conditions.

Finally, remember that you may be held responsible for all damages caused by the projectile(s) discharged once the trigger is pulled. Rifle and pistol bullets (even self-defense rounds) have the potential of passing through multiple walls, especially if you miss your target, causing death and/or serious injury in adjoining rooms or adjacent areas or structures. A word of warning here, you create the same potential hazard with a shotgun by using buckshot for your home-defense loads because you are launching multiple .30-caliber projectiles with sufficient velocity and mass to blow through several layers of drywall/siding and still cause significant damage/injury. I think you will find that either #4 or #6 shot from a 2¾ inch shell (magnums should be avoided) will sufficiently ruin even the most persistent bad-ass's day enough that they may consider a career change. At the same time these rounds deplete sufficient energy while passing through an ordinary stud wall, so as to hopefully not cause great bodily injury on the other side.

When we think about home-defense shotguns, we aren't talking about granddad's old double-barrel anymore. Break-action shotguns lack the intimidation factor of "that sound," and traditional shotguns with full-length barrels and stocks make it difficult to negotiate close quarters such as narrow hallways or small rooms. Home-grown sawed-offs usually end up being dimensionally illegal; but there are options. Many years ago, as piracy flourished in the Gulf of Mexico, yacht owners started carrying pump shotguns outfitted with pistol grips which Mossberg affectionately called "Mariners." The idea wasn't new; during the first World War, GIs cut down the stock of their "trench guns" to make them more maneuverable in the confines of trench warfare. Anyway, the market caught on with the public and other manufacturers began selling their own variations of these incredibly effective defensive weapons. Now it is not uncommon to find them not only on yachts, but also carried in motor homes, travel trailers, and tactical arsenals because of the niche market they appeal to.

I don't know if the guns followed the video games or the games picked up on exotic shotguns but next thing we know guns like the "Bullpup" and variations on that design of compact high-capacity defensive weaponry seem to have jumped out of the video games and into the gun shops. I find all the variants, and their individually unique action/loading systems to be fascinating; but at the same time, they share a common flaw; they are too cumbersome for the typical home defense scenario.



Enter Mossberg again and their "Model 590 Shockwave." To be honest, this gun looks like something out of a gangster movie with its short barrel and cut-down knob-ended English-style stock. However, a second look tells you that this firearm is all business. Available in either 12- or 20-gauges, it is designed to be fired from the hip, and is short enough that you don't have to drop your muzzle to turn around in a hallway. The design of the grip allows you to better manage recoil, making it easier on your wrists than a traditional pistol grip. I know this particular gun isn't for everybody, but if you have legitimate concerns about your neighborhood and/or home security, it deserves a serious look.



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Are you aware of all the football games that have been on lately? I'm sure you are, but do you root for the odds on the favorite or the underdog? Sometimes I can feel like an underdog as an ABATE member when it comes to getting laws passed in Lansing, especially after we had put all of our resources towards HB 4306 and it was passed; then we were told there was a glitch with the Cobalt computer system. After that, there was SB 575 to reset the date for the fee. WOW! All the hard work from the legislative team! I don't know who put it on hold. It's almost like you just can't get a straight answer from Lansing so us bikers could understand what's going on.

When I was growing up, there was nine siblings (six boys and three girls), and Mom and Dad. Believe me, when it came time to eat or do the daily chores, it was up to my brother and I to make sure all the chores were done and the cows were milked. The girls would have oatmeal in the morning ready for all of us. My father worked at a steel mill and Mom was a stay-at-home mother who kept the clothes cleaned and helped keep everything in order. We had a system and everyone did their share of jobs. Because I was the second-oldest, there was not as much chaos involved because we did what was necessary to get things done. Yet when it comes to Lansing, it seems like there is nothing but excuses and finger-pointing.

I'm excited about the seminar coming up. It's a lot of work, but it's worth it to get to see all of the Awareness Coordinators from across the State and get their input on where we need to go. They are so dedicated to saving lives. If you get the chance to come to the break-out session for awareness, please come by and ask if there is possibly something you can add to awareness.

ON FEBRUARY 18TH...
All-region meeting at Region 15's house. Please try to make it. Pinhead and his crew will put on a worthwhile event; one you would want to be a part of.
FEBRUARY 10TH
Region 4 is having their chili cook-off.
FEBRUARY 17TH
Region 7 is having a triathlon.
FEBRUARY 28TH
Pizza and Pop in Lansing.
Details will be out to everyone shortly.

One last thing: if you get the chance, please let me know if you like (or don't like) the articles I'm writing. I want to make all of our members feel necessary and important, because they ARE!

May the road rise to meet you and the wind always be at your back,

Hot Rod
State Awareness Director



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