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FLINT MOTORCYCLE CLUB MICHIGAN

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.... MORE HISTORY FROM
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ON THE COVER

FLINT MOTORCYCLE CLUB

63RD ANNUAL INDOOR MOTORCYCLE ICE RACE

PHOTO BY ERIN FAY, MADCAP IMAGING

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LETTER FROM OWNERS

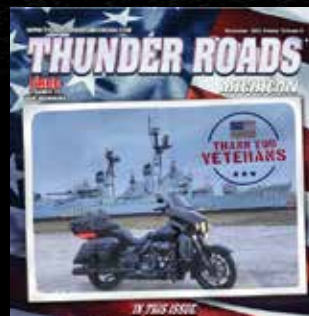
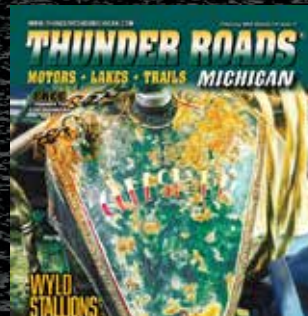
A Year in The Books!

With all the ups and downs in 2023, it felt like it was two steps forward and one step back. Seriously, it seemed like a couple of great (much needed) things would happen and then we would brace ourselves for the unknown. We fought every day to not "settle." While at the same time, accepting "it is what it is" more than once. God is good and we give thanks for all his blessings. We must also say thank you to everyone that helped us out last year. The list of names would be so long if we tried to name you all, so if you were there at a rally, bike night, swap meet, bike show, special event, distributing magazines, writing columns, gave us a place to stay, helped with sales, or invited us to your event... that means you. WE COULDN'T HAVE DONE IT WITHOUT YOU! Our first year as the new owners in 2023 introduced us to so many new faces that we now call friends and our family. Thank you to all the readers and followers! It was awesome to see all the Thunderheads in their Thunderwear wherever we went. YOU made our year, and you made us feel like we were doing things right. Thank you to all the Biker Friendly Businesses that have stuck with us as we continue to blaze new paths. Again, we couldn't have done it without all of you and we greatly appreciate all the support in keeping Thunder Roads Michigan Magazine free to our readers.

We have A LOT planned going into 2024, and some new ideas that we are bouncing around for our second year. Still, we cannot wait for the events that are the staples of the riding season and the riding community each year. We are still in the planning stages of our calendar and would love to attend some of the events we couldn't make it to last year, but there are also things we may not do again. To keep growing Michigan's #1 Motorcycle Magazine we have to get out there, right?! If there is anything that Aly and I both have come to learn over the past year is how strong and fragile things are. We feel like we had a good first year, but we struggled alongside some wonderful businesses that didn't make it. We witnessed some mom-and-pop places, small shops, local bars, taverns, and even the oldest Harley-Davidson dealership in Michigan close their doors for the last time. Our first year as the new owners opened our hearts and eyes to where we see the magazine taking us. We've learned a lot giving, taking, and letting go. We are still learning, and we appreciate all the pep talks along the way. All the input, feedback, and suggestions you shared, we heard. So, thank you, thank you, thank you everyone!

As we leave 2023 in the mirror, let's take a moment to remember our friends and family we lost doing what they loved. We are here to keep their memories alive every day and they remind us to live our lives each day as if it were our last. Remember to share some words of love with your family and friends every chance you get. Tomorrow is not promised. Ride safe, ride often.

FTW
 Happy New Year!
 ~ RJ & Aly



VETERANS CORNER



HAPPY NEW YEAR TO ALL MY BROTHERS & SISTERS

Here's to wishing everyone a very blessed New Year! We all know that this time of year can be tough on our veteran and military members, but I do hope your holidays were stress free and filled with joy.

It is sad to say many of us veterans lose hope and that I have had way too many life experiences involving suicide. I wish I could reach each and every veteran and military member and let them know that there are people and organizations like the Veteran's Administration, that are there to help when you are feeling overwhelmed. Please, all you have to do is reach out. I would rather get a call for help than one telling me we lost you.

A New Year is here and a lot of us make resolutions just to fall off track a few months down the road, but maybe you could try a different approach this year? Don't make resolutions you won't keep, maybe try to make small life changes, small steps toward what you want your life to be like. Celebrate the small stuff and watch the rest fall into place.

I made myself a promise to make a few changes when I retired from the military, one of which was I was going to learn how to ride a motorcycle! It took me 3 tries, but I did it! I aced the written part on the first try, but the skill testing was my hurdle. The testing was always scheduled after 2.5 days of practicing, I was tired and nervous, along with being anxious, and ready to pass so I could get on the road and ride already! Due to my height, the skills testing was a challenge for me, but I didn't give up and as I said, I successfully passed and fulfilled my promise to myself. I traded my 2016 Harley-Davidson Deluxe, which I loved so much, for a 2018 Harley-Davidson Freewheeler. It is my therapy, I found out riding helps me so much when I feel overwhelmed, and the camaraderie that we veterans miss so much after leaving the military is there for us as motorcyclists. Plus, more and more women are riding, which is awesome, and these days men are more accepting of us which is wonderful. I have blazed many miles on my motorcycle already and have many more to go. My second change was to try and not let the VA control my health problems. I wanted to try to find alternative ways to ease health issues other than drugs. Don't get me wrong, we need these medications for many reasons, but I encourage you to research alternative ways to help get through tougher times. You may find another way that helps you ease the pain, anxiety, depression, PTSD, migraines, SAD syndrome, and many other ailments that we might suffer through each day.

As you are reading this you may be wondering "what does this person know about all this" well, I am a retired military veteran and I do know what you are going through. My mission is now to try to help as many military and veterans as I can by pointing them in the right direction to get the information or connections they might need to get help. There are so many resources for us veterans but unless we ask for help, no one knows we need it. So please, don't be afraid or too proud and just reach out to someone. I have shared information on how to get help in numerous articles in the past and will continue to do so in the upcoming months. If there is a subject that you would like more information on, don't hesitate to let me know. I am here for you!



SHARON K. HARVEY
(RET) TSGT, USA/USAF
"RED"

With winter in the air, you now have a few months of down time to upgrade, or work on your motorcycles. If you have ever contemplated riding, I would recommend you take a course and see if it's for you, you may surprise yourself. Till next month keep your spirits up and check on your buddies, they might need it. Let's take care of each other.

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FLINT MOTORCYCLE CLUB'S 63RD ANNUAL INDOOR MOTORCYCLE ICE RACE

December 2nd, 2023 - Benefitting Big Brothers Big Sisters of Flint and Genesee County

Bright lights, loud bikes, and full contact racing on the ice at the Dort Financial Center in Flint is one of the best racing experiences of the year. The Flint Motorcycle Club continues to bring in some of the best ice racers from all over the country to put on a show and raise money for the Big Brothers Big Sisters of Flint and Genesee County. The event is such an exclusive and respected race that a waiting list exist for riders hoping to fill the spots. Youth classes are spread throughout the night and provide some great racing for all the family to enjoy. Along with food vendors and t-shirts being sold there was something for everyone.

Doors opened for riders early in the afternoon as riders and teams set up in the pits. Several AFT pro riders were in attendance, set up feet away from the youth riders offering one of the coolest pits in all of racing. Several youth riders wandered through the bikes, talking with pros, and feeling like the rock stars they get to be for the night. Before practice the riders meet in the locker rooms for the riders meeting where the procedures for the night were laid out. Youth riders hit the ice first, sitting in the middle of the ice while the bikes ripped around them. The distinct smell of race fuel is almost instant as the smoke rises to the ceiling. The sound of bikes sends an excited shiver down the back while watching the riders tear through the arena, sending bits of ice shooting through the air. As a group completes their laps, they would pull into the center of the rink with the other riders and, the next group would pull onto the track. After the youth riders finished the pro bikes went out for their turn.

Each year the riders are walked out and introduced to the crowd. It is one of the most exciting perks of being a racer at this event. The youth riders will walk out waving and smiling to the applause of the crowd, getting the same reactions that the pros get when they hit the ice. It is the little things like this that make the youth riders want to continue and get others to want to join. Once all the riders have been introduced and are standing on the ice with their bikes the national anthem is played. The riders head back to the pits while the first racers make their way to the line to begin the night of racing.

The ice track is quite small, with four tires being placed near the faceoff circle in each corner of the rink. For the heat races the riders launch from the center of the ice 4 wide, handlebar to handlebar. When the gate launches up all 4 riders try to get to the tire in turn one first. The inside line is usually sought, but sometimes the outside riders can lean on the inside guy's tire causing it to wash. As the bikes make their way out of the first turn, if they are still side by side for the lead, it's almost guaranteed the outside rider is going into the boards. Once the bikes settle in and start running single file, you begin to see the riders start trying different tactics for passing. The most common way to pass indoors is to move the rider in front of you out of the way. The racing this year was



no exception. Even the little riders had some bumping and banging.

After all the heat races it's time to begin the mains. Throughout the night all the pro class riders compete in a round robin style of heat races. Each heat the racers earn points. At the end of the night the 8 riders with the most points are in the A Main. Everyone else goes to the B. The B Main is the first main of the night. The winner of the B main gets the final spot in the last row in the A Main. The B Main saw last year's A Main winner Jason Bloss, Aaron Fortenberry, Quiton Aldermen, Kenny Dahlin, Chris Brode, Blake Svensson, Mitch Harvat, Brent Dawe, and Levi Montgomery fight it out for the last spot in the A Main. Levi Montgomery came away the victor of the B Main, and after a hard-fought battle secured his spot for the final. The rest of the lineup for the main included the Dash for Cash winner Nick Myers, the number 1 bike of Logan McGrane, AFT Pros Jordan Jean and Wyatt Vaughn, D14 Champion CJ Clutter, D14 Champion Dylan Shaw, Kirk Cheney, and Christian Renfro. After Nick won the Dash for Cash, he donated the money right back to the Big Brothers Big Sister in an act of pure selflessness.

But, before the pro class could begin their race, it was the youth riders turn to put on a show. The PW class put on a great performance. Cain Horton and Owen Smith battled it out passing each other multiple times while weaving in and out of lap traffic. Cain was able to pull out the victory by less than half a front tire. Uriah Wright, Alex Sordyl, Mason Helvie, and Everett Inches rounded out the field. The 50 chain class saw Avery Bailey, the "Mail lady" Mckenzie Jacques, and Markie Koss race. The 50cc 4 stroke was won for the 3rd year in a row by the 1N Odin Music. Oakley Inches tried to keep pace but had to settle for 2nd. Easton Klimek, Xzavier Klimek, Ayden Kramer, and Rikki Kross filled out the rest of the field. There were 2 riders who were not listed in the program. One of them, the number 18 bike, was wearing the Return to the Caro 1/2 Mile youth hoodie while ripping around.

The 65 class saw Grady Piche pull out the win. The 7-year-old was the youngest rider in the class by 2 years. Gage Fryers, Tripp Bailey, Hunter Christian, Ailey Freeman, and Ash Pollard were the rest of the field. The future pros were up next in the 85cc class. These riders are only a few years away from banging bars with the grown men. "The Outlaw" Charlie Jacques showed the rest the fast way around as he put on a great show winning the class. The only person more excited than Charlie was his dad, Jason. Skylar Goerbig had a great night too, finishing in 3rd after a smooth ride in the main. Kason Lisee, Hayden Eddy, Jacob Jevics, Seth Bradley, Ava Freeman, and Wyland Holland all battled the night away in the 85cc class.

The 250cc class was up next and these riders put on a good race. After a few restarts, the riders were able to find their groove. Michael Nord had a rough night. One of the class favorites battled



hard but was involved in a few run ins that left him on the ice at one point. The Nord Ride Motorsports rider still gave it his all and finished strong. Devin Smith also looked good on the Gas Hole Racing 09 bike supplied by Jeff Blakey. Lawrence Schaidt, Jayce Jones, Kholton Massey, Robby Mitchell, and Cole Bradley all competed in the race. The rubber tire class was the last race before the pro class. The rubber tire class is one of the most fun classes to race and watch. All other bikes racing have studded

tires for traction. This class requires all bikes to run with non-studded tires. One of the best rubber class racers in the country, Dillon Cook, won the race. Racers Kyle O'boyle, Jesse Gonzales, Kam Miller, Joe Barns, Al Hendley, Patrick Sparks and Robby Knapp all finished behind.

After each race the top 3 riders would make one extra lap back to the scorer's table. Here the riders were greeted by a trophy girl and the announcer. The riders were able to thank those who helped them get there, get their award, and have a picture taken. The best part was to hear the kids thank their moms and dads and talk about how they did. The trophy presentation is always a highlight. And the pro class riders feel the same.

The tension in the air could be felt as the final class made its way to the line. The riders were on edge as the race was restarted 3 times. On the final restart, the number 1 bike of Logan McGrane lead the field out of turn two. Jordan Jean ran 2nd with Wyatt Vaughn running 3rd. Nick Myers had been the fastest rider all night but a crash that led to restart saw him having to work his way through the field. Which he did. Each lap Nick moved up closer and closer to the lead. CJ Clutter made a move on Wyatt and got to 3rd where he would sit comfortably for a few laps. Nick worked his way up to 4th. Coming to the white flag, Jordan made his move for the lead with a dive bomb into turn one. Jean and McGrane got together and as they slid up into the boards, CJ Clutter took advantage of the situation and passed both. As McGrane and Jean separated Myers tried to slip past too. As he made his move, he clipped the front tire of McGrane causing him to lose his front end and hit the ice. Myers was then caused to slide into the corner too hard leaving him facing the wrong direction. Jordan Jean recovered from the mayhem and as CJ Clutter crossed the line for the win Jordan Jean and Wyatt Vaughn followed. The chaotic finish is exactly what the fans of the sport had come to see.

The 63rd Annual Flint Motorcycle Club Indoor Ice Race was a huge success. There were lots of smiles and laughter throughout the arena. The event is held every year on the first Saturday in December. Thank you to the Flint Motorcycle Club for hosting the event, and all the riders, parents, and spectators for showing up and putting on a great show. It is always a good time. See you again next year.

Charles Gray III
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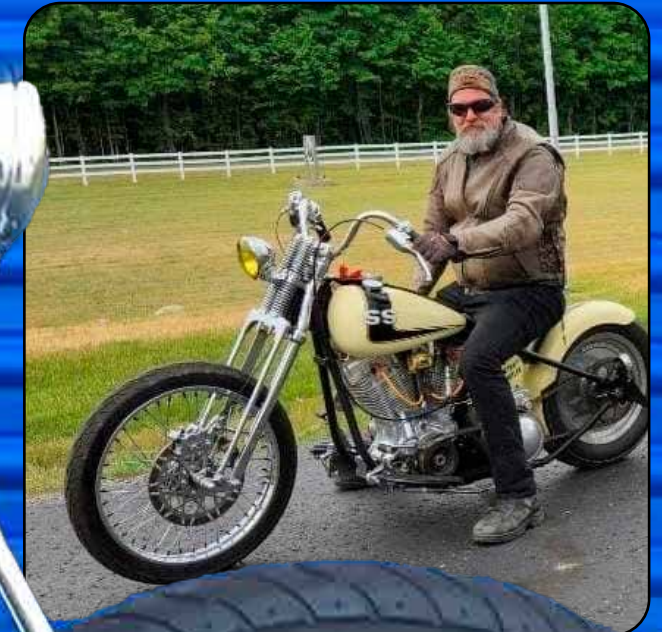
READERS RIDES
DETROIT HUSTLER
Jim S. - Fenton, MI

It was a warm spring morning as I got ready to head to Gibraltar Trade Center in Mt. Clemens for a motorcycle swap meet. I really didn't need any parts at the time, but my pockets were full of "Just in case" money, nonetheless. However, I truly had a different motive for going there that day, after reading about the new raffle bike being offered by Dale Walkler at Wheels Through Time Museum, a 1936 Harley-Davidson EL Knucklehead was the subject of the online article. It was beautiful and I recognized it from the front cover of a recent magazine at the time called The Horse. The Wheels Through Time website gave all the details of the bike and made sure to mention the builder, Wendell Turner of Turner's Cycle Shop in South Lyon, Michigan. What?! No way! The builder of this awesome raffle bike is a Michigan guy?! Better yet, he's local! I knew I had to track him down to get him on the air with us on a Monday night from 8-10PM EDT on www.cbradio.com for another outstanding episode of Bikes Babes & Booze with Jim & Scott (see how I put that shameless self-promoting plug in, LOL). As I found where the builder had set up for the day, alas there was nobody there. I asked around as I walked the aisles looking for a really tall, long haired tattooed guy, as he had been described by those that I inquired with. Thankfully the height part of the equation set him apart enough to be rather easily tracked and I soon found him and extended the invitation to which he

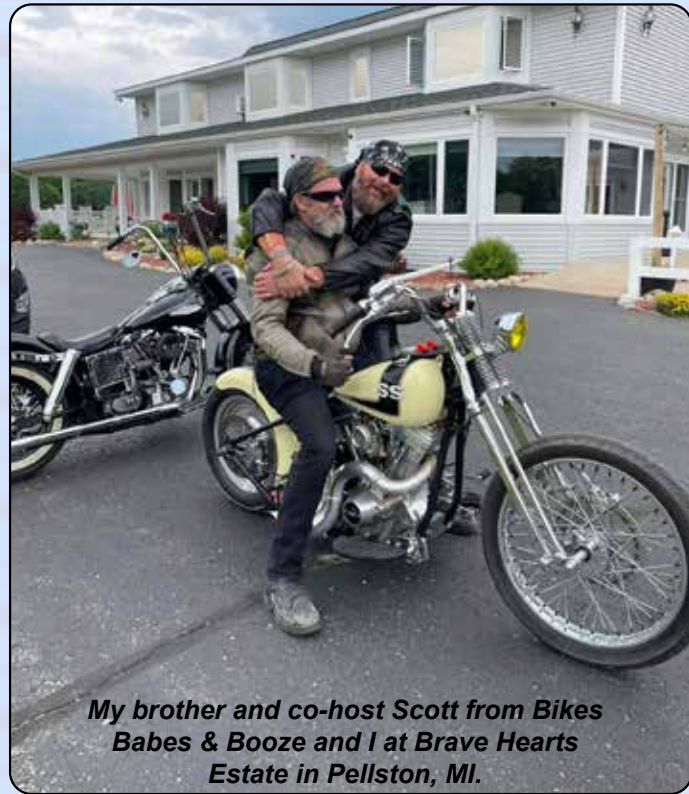
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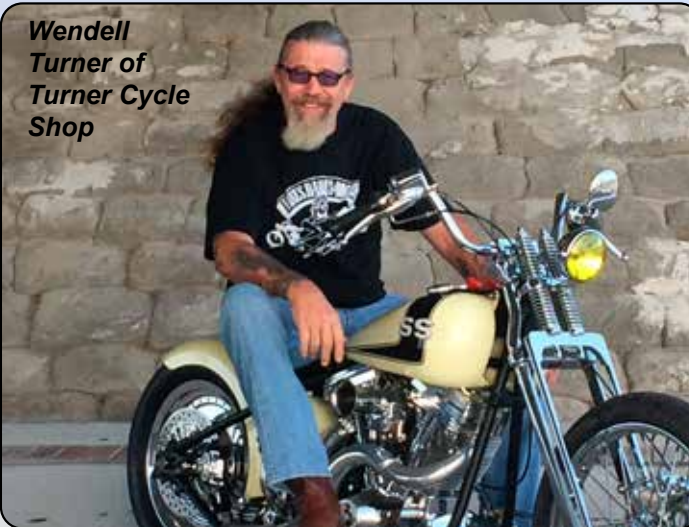
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My brother and co-host Scott from Bikes Babes & Booze and I at Brave Hearts Estate in Pellston, MI.



Wendell Turner of Turner Cycle Shop



accepted, the rest, as they say, is history.

Wendell and I became fast friends and I'm fortunate enough to regard him as one of my very best friends now, a brother for sure. As time passed, I got to know him better as both a builder and the man. He loves the Shovelhead and prior eras from Harley-Davidson, which were the mainstay of his builds over the years. One day he calls me and says he's building a new one and it's going to be a hot rod. OK, you got my attention. I got some pictures during the build but not like usual, I think he was waiting for the finished look for this one before he gave away too many details. It began with a titled 1974 FL frame. He dubbed it the Detroit Hustler, butternut yellow, from General Motors glory days during the muscle car era was to be the base color, with Super Sport rally stripes painted in black on the tanks. The rear fender sports the same stripes and a pair of 1957 fuel injection flags that are most recognized from the Corvette. The front wheel is skinny and spoked, reminding us of a drag cars front bicycle tires with a solid wheel out back reminiscent of those Center Line wheels of yesteryear. The yellow headlight lens compliments the color of the bike as everything behind it gleams of chrome and polished aluminum, starting with the springer front end. Popping out of the frame is the S&S 113 power plant with its FSD exhaust looking like funny car headers spewing hot gases on the right side. The left side features an open primary which proudly displays Turner's Cycle Shop on the belt drive. Behind that massive engine is a ratchet top 4-speed doing all it can to not keep the front wheel on the ground! Atop the tank are two aircraft style covered toggle switches to handle power along with a single AutoMeter oil pressure gauge which is the riders only instrumentation. A solo seat with airbags is not nearly enough to hold you in place once the throttle is twisted. It's pure madness and utter bliss at the same time.

I purchased the bike last year after Wendell had called and asked if I knew anyone that may be interested in it. After inquiring about his asking price, I replied that I'd need to win the lottery first but once he knew I had serious interest we worked out a deal from there. The bike had been sitting for a few years and had been transported to Michigan about a year prior to the sale. Both fuel tanks had filled with rust as well as the fuel lines, petcock and carburetor. I rebuilt the Super E carb, replaced the Pingel petcock (which had frozen in the off position), fuel lines and battery. Getting the rust out of the tanks was about a 3-week ordeal but they finally cleaned up! Fresh fluids, some minor wiring issues, and a tune up led to it roaring back to life!! This thing always makes me look like I've got a coat hanger stuck in my mouth when I'm done riding it, it's all smiles. I can tell you this, he did not make a dime off the sale of this machine to me, and I am eternally grateful not only for the bike but even more importantly his friendship and brotherhood. I fell in love with the Detroit Hustler the moment I saw the completed project. Wendell and I were together for some of the first photo shoots and shows for the bike in Daytona where Turner's Cycle Shop now has its home. I am finally the proud owner of a bike built by one of the best in the business!! Cheers to you Wendell Turner!!!

Jim Schulz



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THE MOTORCYCLE LAWYER ON THE LAW

SNEAKY DEFENSE ATTORNEYS

Defense attorneys and insurance companies have a lot of money and resources to combat and defend lawsuits brought by injured motorcyclists and their families. Over the past 30 years in handling over 1000 cases, I think I've seen it all. Here are a few of their defenses, techniques, and tricks they have used over the years.

Some of this information is helpful in that there are some things you can prevent, refrain from doing or plan for.

Delay, Delay and Delay Some More: The longer a claim or lawsuit takes, the better it is for the insurance company, and they understand this. Usually, the more time that goes by the better the injured party gets. Defense attorneys and insurance companies are better off when, at the time of evaluating a case and paying a settlement, they can say the injured party is, "all better and back to all activities." They argue that this means less compensation that they should have to pay.

Because of this notion, some of the things they do to delay include, asking for an extension to answer the lawsuit, ask for as much time the judge will give for Discovery (this is the amount of time we have to do depositions, exchange documents etc.). They try to add a party to the lawsuit at the last minute so that the discovery clock has to start running again. They promise to resolve the case at facilitation which takes an additional month or two.

Blame the Plaintiff/Injured Victim: Michigan has the 50% rule for its personal injury litigation cases. If the plaintiff is more than 50% at-fault for negligently causing the crash, the plaintiff is not entitled to any noneconomic/pain-and-suffering damages. Further, any percentage of responsibility associated with the plaintiff is deducted from the amount of damages owed by the defendants. For example, if the plaintiff was 30% responsible, the defendant driver was 70% responsible and the amount of damages was \$100,000, they would only have to pay \$70,000 to the plaintiff.

No Motorcycle Endorsement: Again, trying to make the motorcyclist at-fault, if the defense can argue that the motorcyclist's license status is lacking or illegal, they will exploit this to suggest it is related to the biker's ability to ride and thus the biker's fault. I've had plenty of cases where the motorcyclist did not have a motorcycle endorsement. I've had cases where the motorcyclist had a TIP (Temporary Instruction Permit) where they're supposed to be riding with other licensed motorcyclists and were not.

I've had cases where the motorcyclist license has been suspended or revoked. I've developed techniques over the years to combat this, however insurance companies and their counsel will attempt to exploit it at every turn. One way to protect yourself is, if you do not have a full-blown motorcycle endorsement and you ride, you should get one immediately.

Motorcyclist is Not Following the Rules: A lot of defense attorneys I litigate against really do not have the specialized knowledge of motorcycle operation, safety and maintenance and don't do such a great job. A select few who were worthy opponents researched and studied motorcycle manufacturers' manual and the state's motorcycle manual used for the motorcycle endorsement testing.

Unknowledgeable Motorcyclist: A good defense attorney will ask my client questions from these materials and if my client did not know or answered incorrectly, they would attempt to use this to show our client was not a knowledgeable or experienced motorcyclist.

The worst time this happened involved asking my client what the proper tire pressure was for his motorcycle that he had had for five years. The tire pressure turned out to be very relevant in the case because of the way the crash occurred. The client's answer was 10 PSI lower than what the proper inflation should have been, and this became a sticking point for the remainder of the litigation.

I often have my clients review the Michigan manual called, What Every Motorcyclist Should Know, in preparation for their deposition testimony.

These are just a few of the sneaky techniques defense attorneys and insurance adjusters will use against an injured motorcyclist. I hope you found it informative, and you will take action on anything you can make better.

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CHARLIE CHAPLAIN'S CORNER: RIDING INTO RENEWAL

Greetings, fellow riders! As the twilight of another year arrives and the brisk January wind tugs at our riding jackets, it's a time for introspection and anticipation. Whether you're astride a Harley-Davidson or any other street bike, you understand the beauty of a journey, the thrill of momentum, and the essence of balance. From the Chaplain's Corner today, I delve into the Christian perspective on the New Year and its synergy with the American celebration of this occasion.

In the United States, the advent of a New Year is marked by joyous celebrations, goal setting, and a forward-looking spirit. Fireworks light up the sky as we turn over a fresh page, setting intentions for the days to come. Beyond the festivities, the tradition has its roots deep in the concepts of rebirth and rejuvenation.

For Christians, each New Year is more than a mere change of dates. It symbolizes God's abiding love and the promise of redemption and transformation. As conveyed in 1 Corinthians 5:17, "Therefore, if anyone is in Christ, he is a new creation. The old has passed away; behold, the new has come." Just like the scriptures underscore the idea of transformation, the New Year represents an untouched canvas, brimming with potential.

Drawing a parallel with our motorcycling journeys, we often embark with a set destination. Yet, it's the unplanned routes, unforeseen halts, and the fellow travelers that enrich the voyage. Similarly, life may present us with uncertain terrains, but with unwavering faith, we can be confident that every bend and curve holds meaning.

Consider the power and freedom associated with riding, the open roads, and the camaraderie of the biking fraternity. We ride not just for the thrill, but because it resonates with our soul, offering a distinctive view of life's vast expanse. In our spiritual journey, we move closer to the Divine, seeking purpose and forging connections with a community of believers.

As we gear up for a new riding season, ensuring our bikes are primed for the road ahead, the New Year beckons us to introspect, reaffirm our bond with God, and embrace the teachings of Christ. It's an opportune moment to shed past burdens and ride forward with renewed vigor and clarity.

The American New Year, filled with festivities, also embodies a deep sense of gratitude — for life's blessings, opportunities, and the warmth of kinship.

This sentiment dovetails seamlessly with the Christian ethos of expressing gratitude in every situation, as emphasized in 1 Thessalonians 5:18.

Dear riders, as we navigate the junctures of this year, let's cherish the promise of new beginnings. Whether embarking on a new journey, plotting an extended expedition, or simply enjoying a short spin, face each day with faith, grace, and gratitude.

As you rev up for the adventures that await, let the rumble of your bike be a tribute to God's ceaseless love, His promise of renewal, and the endless horizons that beckon. With the vast expanse of the road welcoming us and faith guiding our path, let's embrace the New Year with reinvigorated passion and purpose.

Until our next journey in Chaplain's Corner, ride safe, and may God's blessings guide you on every road you choose.



Yours in faith and fellowship,
Chaplain Charlie!

Chaplain Dean Titus (Charlie)
Sanford American
Legion Riders #443

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SEASON OF GIVING

BY ERIN FAY

What does loving motorcycle racing actually mean? To me, it means support! Cheering on your team, your family, your friends whenever and however possible! It means getting together and giving it your all. Not only put on one hell of an adrenaline-fueled show, but a bar bumping, ice/dirt/mud flying good time with your buddies who have become as close as family! To love riding means to love the whole process it takes to be there and to live your life in such a way that you plan and look forward to the track! Or the road, or whatever path you choose to be on. All tracks no matter if it's in district, out of district, an outlaw series or even just a backyard get together...it doesn't matter. It's all about the seat time with your team, your friends, and your moto family. That is truly loving racing!! For the last few years Madcap Imaging has been an avid supporter of all off-road adventures and I am proud of it! 2 wheels, 4 wheels, dirt, bikes, quads, side-by-side, flat track, hill climb, hair scrambles, trails, even bump-n-runs and mud bogs!!! If there's competition and the potential for some dirt flying fun, I'm down. Just having the freedom to be around what I love has taken me to so many places I never dreamed I'd be. It's given me a way to support my own kids as they grow up in one of the best atmospheres I can imagine. It gives me a front row seat to see all the good things the people of our community are doing for each other!

This month's highlight is The Flint Motorcycle Clubs Indoor Ice Race to benefit Big Brothers and Big Sisters of Flint and Genesee County. It was held on December 2, 2023, and let me tell you, I don't think WOW is a big enough word!!! Not



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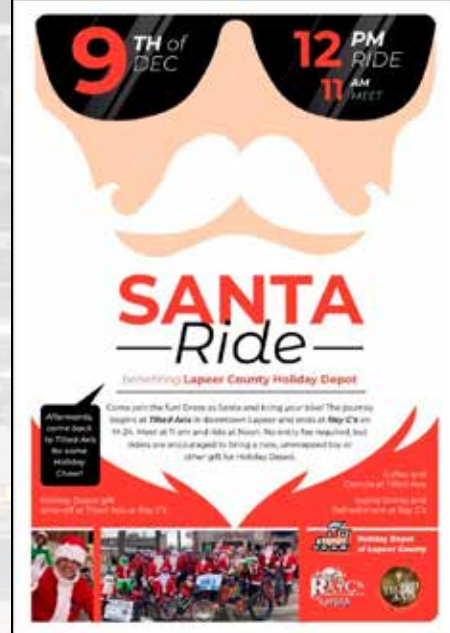

only was it a show of some loud, fast, ice-flying fun, but a show of community support that we all look forward to every year. As always, this race is known to be the kickoff to the ice racing season for many of us and I'm proud to be involved and to support them each year. I want to give a huge shout out to the Flint Motorcycle Club for all the hard work, months of planning, and inviting riders of all ages and skill levels to put on one of the best AMA shows of the season. It takes a lot of support from the community too. Shout out to Scooters Bar and Grill for hosting the pre-party Auction, Owosso Motorsports Park for helping with paperwork, flagging, and officiating. And, and of course Dan Miller for being the voice! Witnessing everyone donate their time and resources from so many different angles to help the kids in our area is amazing. It means so much and the kindness it brings comes to them when they need it the most! Mad Respect to everyone involved for one hell of a show!!

While I was getting ready to sit down to write about our community reaching out during the holidays, I happened to come across another group of bikers that is also worth mentioning. I have never had an interaction with peddle bike clubs, but I was overly pleased to have them run into me! (almost literally) Almost 100 Santas, a few elves, a Frosty the Snowman, and one Grinch gathered at the Tilted Axis Brewing Company in Lapeer, Michigan with presents. They hopped on their peddle bikes and rode through town to deliver a massive load of gifts to Ray C's Harley-Davidson of Lapeer. Where Ray, his family, employees, and even

some of our state and local representatives were excited to receive them. This community driven program was put together to support the Holiday Depot of Lapeer County

and together gathered truckloads of toys and donations for those less fortunate. I was completely honored to be in the right place at the right time to witness such a heartwarming act of love. After all, it is the season for giving! I'm so excited for the next adventure to come find me!! I need to say a huge thanks to Thunder Roads Michigan for supporting my off-road passion! It is taking me to places I never dreamed I'd be!!! And what better way to share it.

Story by Erin Fay/Madcap Imaging Contributor/Photographer to Thunder Roads® Magazine of Michigan



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FLINT MOTORCYCLE CLUB - 63RD ANNUAL INDOOR MOTORCYCLE ICE RACE | PHOTO CREDIT: MADCAP IMAGING

JANUARY 2024

| SUNDAY | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY |
|--------|------------------------------------|---------|-----------|----------|--------|----------|
| 31 | 1 | 2 | 3 | 4 | 5 | 6 |
| | NEW YEAR'S DAY | | | | | |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| | | | | | | |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| | MARTIN LUTHER KING, JR. DAY | | | | | |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| | | | | | | |
| 28 | 29 | 30 | 31 | 1 | 2 | 3 |

The First Motorcycle Ice Race National Championships (1981)

Organized Motorcycle Ice Racing has been around since at least the 1930's. Various clubs and race organizers across the country have hosted ice races, race series, and championships. Bragging rights for different clubs and series were prevalent and people were often comparing champions of one series or club to champions of another series or club. The age-old question of who was in fact the best racer in their perspective ice racing class or race division was open for debate. Several people wanted to get an overall racing championship started and one of the best ways to do this was to organize an American Motorcyclist Association (AMA) Amateur National Championship. Several people from Michigan (AMA D-14) had often discussed getting such a race event started, but many of the people that I have spoken to suggested that Jack Mayer Sr. of Michigan really pushed for this event.

The Port Huron Motorcycle Club would ultimately be given the go ahead from both the American Motorcyclist Association (AMA) and the AMA D-14 organizations to organize and host the first Ice Racing National Championship event. The first Ice Racing National Championship would be scheduled as a two-day event that would run on Saturday February 14th and Sunday February 15th, 1981. The event was hosted and promoted by the Port Huron Motorcycle Club and the event was held in Port Huron Township just off Range Road and I-94 Expressway. The track was a 1/4 mile oval ice track that was well prepped and ready to host the best ice racers in the country. Riders came from all over the country to race in studded solo, non-studded solo, studded side car, and non-studded sidecar classes. The race was officiated by the club referee Bob Garbutt who was well respected by many racers and clubs from around Michigan.

The Port Huron Motorcycle Club had a beautiful 24-page program that could be purchased for just \$2.00 per program. The program had several dozen businesses advertised, a class line up of 16 classes that

included the names of pre-entered riders, a club history, an ice racing history, a description of non-studded ice tires and tractionizing, ice racing pictures, a letter from the mayor of Port Huron, and more. I have a copy of this program and it's probably the nicest event program that I have ever seen in my 40 plus years of racing. When was the last time that you saw a race program, much less a 24-page program?

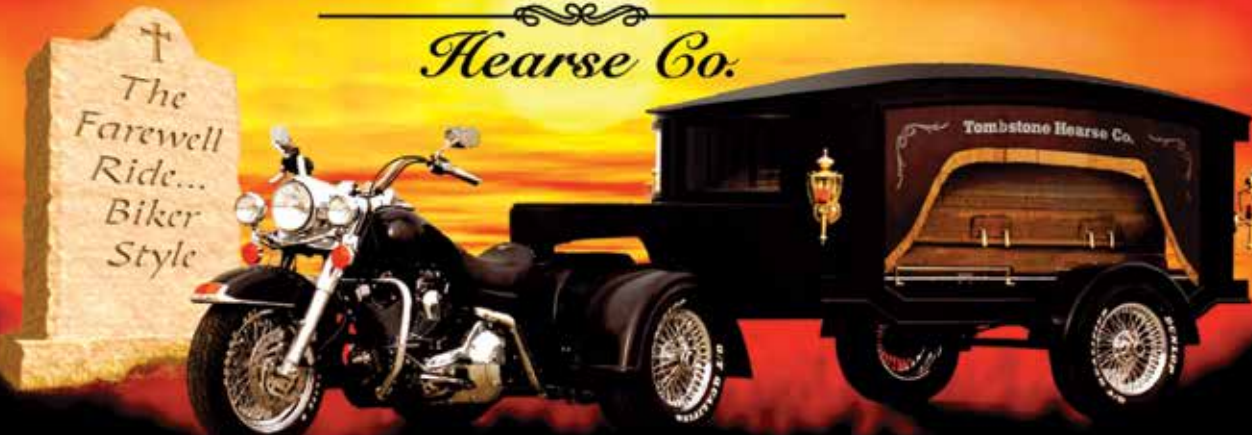
The Ice Racing National Championships went very well and would launch the Ice Racing World into a new era as we could now have National Champions named for each class. Riders would be able to come from all over the U.S.A. to compete against each other to settle who was the best rider for that given year. As most people would suspect, most of the riders come from the Northern States. Although we call it a National Championship, they have allowed riders to come from other countries and compete as well.

Non-studded ice racing is believed by many to have originated in Port Huron, Michigan and it seems fitting that the first National Championship was hosted in Port Huron. During an intermission at the first Ice Nationals, Port Huron's own Max Cook Jr. would put on quite a show with his wheelie display on his motorcycle. After the Championships were over, the club even sent thank you letters to all the participants. With a lot of planning and hard work, the Port Huron Motorcycle Club was able to promote a great event and set a precedent for future promoters of the Ice Racing National Championships. Since then, Ice Race National Championships are held every year (that weather allows) in different areas, such as all-over northern Michigan as well as Wisconsin, Illinois, New York, and Colorado.

Story By: Member Stan Prapotnik
Port Huron Motorcycle Club

DON'T END UP IN A CADILLAC OR A LINCOLN...

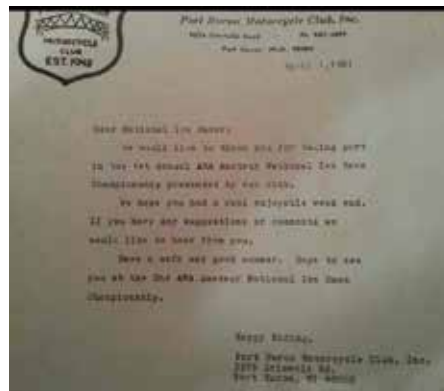
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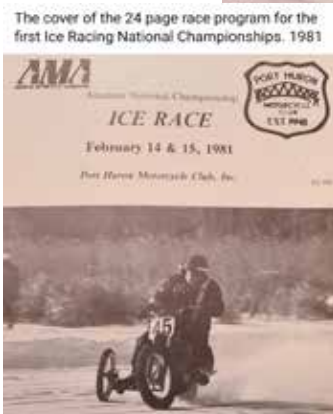
500cc Non-Studded Sidecar Champions and Runners Up.
1st place: John Mercurio/Scott Mercurio.
2nd place: Jerry Mercurio/Dave Mercurio



The first U.S.A. National Ice Racing Championships were held back in 1981. From the beginning, the open sidecar class was considered by most to be the premier non-studded sidecar class. Your first U.S. Champs were Dan Kota and Bob Bailey on a Harley-Davidson. Both were and still are Port Huron Motorcycle Club Members.



Max Cook Jr. putting on a wheelie display during intermission.



Results

SOLO
Open: 1. Gary Pierce (Yam); 2. Barry Mayo (Tri); 3. Dick Finkler (Yam).
500cc: 1. Charlie Bowles (Hon); 2. Vickie Goss (Yam); 3. Curtis Collins (Hon).
250cc: 1. Gene Lemarbe (Hon); 2. Ted Vadersy (Hon); 3. Dale Davis (Suz).
125cc: 1. Bryan Harding (Yam); 2. Steve Degroot (Yam); 3. Gary Wesley (Yam).
100cc: 1. Dan Crawford (IC-A); 2. Mark Bradley (IC-A); 3. Jeff Armstrong (IC-A).
50cc: 1. Tom Lowe (Yam); 2. Craig Seymour (Suz); 3. Russ Ackels (Suz).
100cc: 1. Brent Mayo (Suz); 2. Russ Ackels (Suz); 3. John Lowe (Yam).
50cc (12-15): 1. George Ranney (Yam); 2. Rich Haisler (Yam); 3. Dan Butler (Yam).
50cc (7-11): 1. Bryan Villela (Yam); 2. Mario Berardini (Yam); 3. Todd Cummings (Yam).
50cc: 1. Mario Berardini (Yam); 2. Travis Moleworth (Yam).

SIDECAR
Open Side: 1. Dave Scofield/Paul Hardy (BMW); 2. Stephen Wyszczek/Greg Hodges (Kaw); 3. Don Hawley/Tom Daak (Tri).
500cc Side: 1. Bill Willis/Harold McAlpine (Hon); 2. Arnold Austin/Mark Burley (Suz); 3. Gordon Willis/Ken Hill (Yam).
250cc Side: 1. Bob Will/Jerry Gouly (Yam); 2. Dallas Nichols/Berkeley Calkins (Hon); 3. Brian Woodward/Daniel Field (Yam).
Open Unstud: 1. Dan Kota/Robert Bailey (H-D); 2. Jim Foyed/Don Slaght (H-D); 3. Chuck Watson/Dale Outland (H-D).
500cc Unstud: 1. John Mercurio/Scott Mercurio (Hon); 2. Jerry Mercurio/Dave Mercurio (Hon); 3. Jerry Evingsred/Mike Falk (Hon).
250cc Unstud: 1. Jerry Evingsred/Mike Falk (Hon); 2. Mark Spurling/Barry Vandenberg (Hon).

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WILD and THREE

Sanford American Legion Riders Toyz for Kids & 1st Annual Hallmark Holiday Ball

I recently had the privilege of interviewing Shane Talbot from the Sanford American Legion Riders located in Sanford, MI. Shane gave me some background information about the American Legion as well as its recent—and very successful!—11th Annual Toyz for Kidz event.

I learned that the American Legion is an organization that supports veterans, active-duty military personnel, their dependents, and the community. To become a member of the Legion, one must be active-duty military or an honorably discharged veteran. Spouses and children/grandchildren of veterans are also eligible for membership.

The Toyz for Kidz event began over a decade ago. They collected enough toys in their inaugural year for ~20 kids, all from Meridian School District. Due to a lot of hard work and effort by some amazing folks with huge hearts, the program has grown each year.

In 2023, the Toyz for Kidz program supplied toys and gift cards to over 300 kids, covering the Meridian, Coleman, Bullock Creek, and Midland Public School districts. The program was also able to give toys to Sanford's Santa House, the North and



West Midland Family Centers and the Coleman Family Center. Twenty-three collection locations were set up throughout the county for three months, and the community support for this program was nothing short of phenomenal.

Shane explained that the Sanford American Legion raises funds throughout the year for the many events it sponsors. The Legion hosts Easter egg hunts, burger nights every Tuesday night, brunch on the second Sunday of each month, Bingo every Thursday night, Trunk or Treat, and a Halloween party.

Each spring, the Legion Riders smoke and sell 100 briskets to raise money. At different times throughout the year, they also smoke ribs for sale. Turkeys are sold at Thanksgiving. The funds generated by these events are used to support the Legion Rider events.

Throughout the summer, the Legion Riders also host the Beutel Memorial Run in June, the Blue Star Mother Run in July, and the Teddy Bear Run in August. The Sanford Legion hosts a 98.5 WUPS Bike Night, which is open to the public.

In July 2023, the Legion Riders sponsored an inflatable costume obstacle course at Porte Park to support the Legion's Teddy Bear Run the following month.

This year, the Sanford American Legion teamed up with Sanford Shines and Sanford Strong to combine fundraising efforts, resulting in the First Annual Sanford Hallmark Holiday Christmas Ball. The event featured a DJ, a photo booth, meatballs, chicken wings, a mashed potato bar, and numerous desserts. Attendees entered on a red carpet, wearing formal wear, ugly holiday sweaters, or regular clothing. Once inside, silent auction and live auction items were available for bidding. A 50/50 drawing was held, with proceeds split between Toyz for Kids and the village of Sanford.

Shane was proud to say that event proceeds exceeded expectations and meetings will begin soon to plan next year's event. Donation boxes will be placed throughout the community for the Teddy Bear run starting in June 2024, and Toyz for Kidz boxes will be placed in September 2024.

Follow the Sanford Legion Riders on Facebook to get updates: search alr443 or email salr443@yahoo.com for any questions.



PHOTOS BY – TEREASA NIMS / MIDLAND DAILY NEWS

PHOTOS BY – TEREASA NIMS / MIDLAND DAILY NEWS



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HOT RODS TOPICS



January. The start of a new year and the beginning of ideas on how to help those in need and the organizations that continuously help others. However, before we get into that I'd like to share a recent visit we made to the Penrickton Center for Blind Children in Taylor, MI.



In December I was asked by one of my "Mason Brothers" if it was possible to have Santa Claus at the Penrickton Center for Blind Children and of course, we agreed. Not knowing what to expect, we were completely overwhelmed by what we saw. After a tour of the building and seeing firsthand what the facility offers and what the staff does for the children, I was all in. This summer when they do the Penrickton "Ride for a Reason", please mark it down on your calendar and support this amazing facility which not only helps the special children but supports the parents who need all the love and financial help they can get.

We also had our annual Christmas party at the American Legion Post 268 in Milan, and we had the pleasure of hosting the recipients our foundation chose to provide financial assistance to this year. It was a great evening for all, and the organizations chosen were very grateful and appreciative for the help we were able to provide. I truly believe that if organizations like ours and so many other outstanding charities, biker clubs, and non-profits continue to strive to do more, it will make a difference in the world we live in. Without the extra help, it would be much harder for families and veterans to get the support they need. I hope and pray that everyone who reads Thunder Roads Michigan Magazine will take the time to find an organization that touches their heart and join them in making a positive change in someone's life who truly need it.

Merry Christmas and Happy New Year to all and to all a great new year!

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ABATE OF MICHIGAN

BY MERRY GARRETT

HAPPY NEW YEAR!

I hope you all had a wonderful Christmas and got to take a break with your families. We've got a lot of important things happening this year with ABATE OF MICHIGAN and as riders. I want to give a huge THANK YOU to Thunder Roads Michigan for allowing me to share what I can throughout the upcoming months.

Last month I shared the Q&A session I had with Vince Consiglio, the President of Abate and here is the second half of that conversation where we can all get to know him a little better.

Vince shared a little about his family and that he has three boys, Alan, Thomas, and Paul. All three have their motorcycle endorsement, completed the motorcycle safety program, and have also worked in the program themselves. Alan rides a dresser and is in a club. Thomas wrote the "book" and rode for a while but gave it up. Paul is an active rider, having both dirt and street bikes. All are able and willing to work on their own rides if needed. Vince mentioned that he currently has one grandchild Isaac, who is in the fifth grade and enjoys riding ATV's and dirt bikes.

Some time ago, at a helmet-law hearing in the mid 70's, some ABATE members got involved in a riding training course in Garden City in 1978. Those ABATE members were later to become course instructors themselves. Our 1st classes were offered through Wayne-Westland Schools. In 1980, I (Vince) signed up to take the Chief Instructor Course in Maryland with the help of ABATE agreeing to cover the expenses. At the board meeting a month before the course, the board voted NOT to cover the cost. I went anyway, taking my wife on a beautiful Maryland vacation. We had a great trip taking the 2 lanes and taking our time through several states until we found our camp.

On the 1st day of class there was a lunch activity for all 12 members of the class. We were from states across the USA. All but me were state sponsored employees. We were given a good meal and beer was available. While I was talking to one of the Texas guys he said, "This is just like the Last Supper." Surprisingly, I found out that we were taking the written test and riding test that day. So, when speaking with one of the trainers, he asked "You didn't get the memo last week?" My response was I was on the ROAD. Sure enough, what I needed was at home. Of the 12 members of class, only 7 passed. They gave me an approved helmet which lasted to my 1st gas stop. I was told to report to the President of the MSF office during a course day near the end. After a long interview, he gave me a check for \$750.00 to cover my expenses. That was the start. Everything we had done up to then was okay but didn't necessarily meet MSF standards. In 1981, with federal dollars and a grant from MSF, I started the "Detroit Metro Regional Program." Training 300 plus students at 4 sites in Metro-Detroit. Since that time well over 100,000 students have been trained in the Detroit Metro area. Also, over 1,000 MSF, ASI Instructor/Coaches have been trained since 1980. I will be working at Schoolcraft College for a while yet and will continue as long as it's "FUN."

Vince is part of many other organizations like the Detroit Federation of Teachers, the Detroit Teacher Union, and is a former UAW member. Vince



says he will continue with ABATE Legislative activities and plans to remain active in ABATE in some degree.

In closing, our yearly seminar is January 12, 13, and 14. We have numerous breakout sessions on everything from legislative, accident scene management, awareness, and insurance. The seminar will last all weekend and end with voting for board members on Sunday. The seminar is held in Lansing this year and it will include awards for members of the year for each region, silent and live auctions, and some dancing in the evening! If you need more information about the January seminar in Lansing, you can reach me at the email address below.

Have yourself the best month. It's only about 12 weeks and six days till spring, but just as sure as we can count the days until spring, we can count on winter. Maybe some of us will get back out riding again this month as you may have in December. After all, it is Michigan!

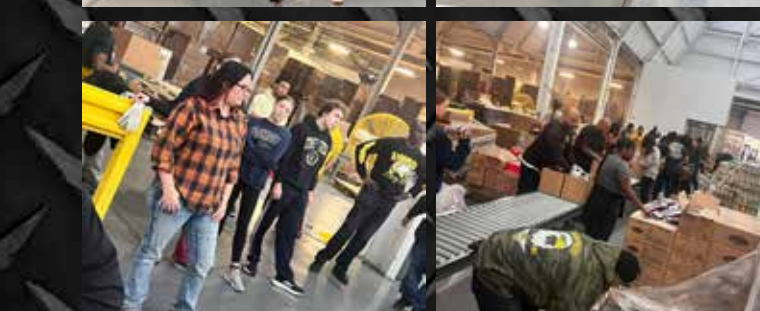
Thank you, Vince, for all your work and efforts to make Abate what it is today.

Peace and love,
Merry
RC to Region 6
Board Member
Email merrysgarrett@yahoo.com



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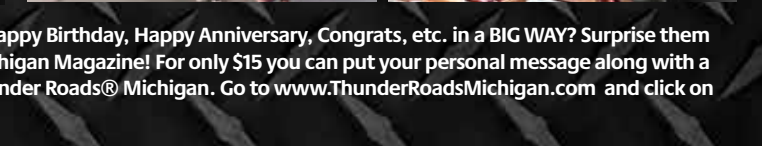
for inviting Thunder Roads® Michigan Magazine to join them in their volunteer efforts in the community. How could we resist? We especially wanted to show support for one of our own, Smoke. He has been a contributing writer faithfully each month as "Smoke n' Gearz" in inviting Thunder Roads® Michigan Magazine all of 2023.

We appreciate the invite and letting us join you at Focus: HOPE food center in Detroit, MI!

If you took the time to read the "Letter From The Owner" in the December 2023 issue, you would understand a little better why this invite was so close to my heart. ~ RJ

If you would like to give in a monetary way or volunteer, Focus: HOPE could use it. Take a look at their website to see all the good they have been doing for so long and for an opportunity to help.

www.focushope.edu



Want to wish someone special a Happy Birthday, Happy Anniversary, Congrats, etc. in a BIG WAY? Surprise them by saying it in Thunder Roads® Michigan Magazine! For only \$15 you can put your personal message along with a photo in an upcoming issue of Thunder Roads® Michigan. Go to www.ThunderRoadsMichigan.com and click on the shout out link!



BULLET POINTS

BY GREG DENAY, AKA JOHNNY

Well, here we are in another new year. I hope you all had a wonderful time with family and friends over the holidays. My wife, Maranda aka "Stabby" and I had a blast! I took her to her first ever indoor shooting session over Thanksgiving weekend. Prior to that she had only shot outdoors. For those of you who have never shot indoors, it's a bit different. For one, it's louder, especially when you have other people around you shooting as well. And, when you have a wife who is half deaf and still requires some coaching on handling a firearm, the noise presents a challenge. You can't just walk up behind her and tell her something, you need to get her full attention and communicate clearly and loudly.



She wanted to get more time on my Sig Sauer P320 9mm. With me knowing that it has a history of failure to eject (FTE), I gave her a quick tutorial on how to clear it herself without my assistance the day before. For those of you that don't know what failure to eject is, to put it simply, the spent shell casing does not clear the chamber before the next round loads. In essence, jamming the gun. Clearing the FTE is quite simple. Drop the magazine, while holding the gun in your hand as you would normally, turn it upside down, rack the slide multiple times until the spent casing and new round are clear. Once cleared, reload the magazine, and continue shooting. A key point to note in this procedure is dropping the magazine first. Two reasons for this is, one, out of safety and two, it gives the casing another avenue to eject out of the gun.

I shot first, as it has been a while since I shot this particular gun, and also to let her get acclimated to the noise. I had a 21 round magazine loaded and all went well hitting right where I was aiming at about 15 yards out. After round 16 or 17, that's when it hit. Failure to eject. This allowed me to show her what it looked like and the procedure for clearing. I finished the magazine without incident and handed the gun over to her. Her first shot at around 10 yards out was one inch off center aiming at the silhouetted head. The second shot was three inches high. The third was right next to her first, and her fourth made me cringe. Shot the guy right in the cheek!

After around ten or so shots, she had her first FTE. She started to clear it, but I had to tell her (in my normal voice while she is wearing ear protection in her deaf ear) to drop the magazine after she had already cleared it. She continued

shooting, hitting the target with pretty good accuracy. After a few more failures to eject (and me reminding her to drop the magazine) the big one hit. She racked the slide, dropped the magazine, and the gun is now locked up. I mean locked up! The slide wouldn't move more than an eighth of an inch. I have never experienced this before. I've had some jams here and there, but nothing like this. I tried clearing it to no avail. After we packed everything up and went home, I spent the next hour trying and failing to unjam this gun. With me not knowing if the gun has a round in the chamber or not, I safely locked it away for a few hours to think about how to fix this problem safely.



I eventually determined that it was a spent shell casing lodged in the chamber backwards; the rim facing forward out the barrel. Still not knowing how to unlock this jam, I consulted my sometimes-helpful friend, YouTube. What I found was a bunch of garbage advice but then I came across one video that scared the daylights out of me. Imagine knowing the history of the P320 and not being 100% sure what was in the chamber, you would be scared too. The video said to hold the slide with your left hand and to slam your right hand onto the pistol grip as hard as you can. I decided "WTF, let's try it". Would you look at that, it worked! The casing went flying after two racks of the slide and all is well.

Was this tutorial on how to deal with failure to eject or jamming? Yes and no. Mostly it is about communication. You see, after much jokingly saying that she broke my gun, therefore I get to buy a new one, she informed me that I never explicitly told her that she should drop the magazine first. She was correct. I never said "first". She thought she was doing what I was telling her, and I was wondering why she wasn't listening. But now, we both know because we communicated. She knows to drop the magazine first and I know that I must, letter by letter, (and in her good ear) explain the procedures. What I am truly saying is, communication is a very important key in any relationship. It's what keeps you from possibly getting dead. I love you Stabby!

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Operation Injured Soldiers





The OIS Riders may not be out riding motorcycles, but that does not stop them from doing events with our veterans. OIS has a 4-day muzzle loading event each year and this year approximately 45 veterans had an opportunity to attend this hunt. It's just another way we can help get them together for a great time and enjoy the outdoors. It's an opportunity for them to sight their gun in and pick a number to their hunting location. Landowners work with the charity and donate their time and property to help ensure that each veteran has a great chance at getting a deer. Veterans stay at a church camp, and at the end of the event a catered dinner with raffle prizes and a silent auction is held. There is also a luncheon that is put on by one of the property owners one of the afternoons. Several volunteers got involved and helped. The veterans had fun, and best of all brought home some venison. Hats off to everyone who worked on this event!

With the New Year comes new events. We are organizing multiple snowmobile events this season



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aside from our "just going out and riding" with the veterans. One of the snowmobile events will be a day trip with antique snowmobiles. This will give veterans who've never snowmobiled an opportunity to see what it's all about. This will take place in the U.P. at the Top of the Lake Snowmobile Museum in Naubinway, MI. We are also looking forward to attending the I-500 with veterans in Sault Ste Marie. Planning for these events is still underway. Of course, it all hinges on the snow amount. Let the snow dancing commence!

Jason Middleton
Director, OIS Riders
Board Member,
Operation Injured Soldiers
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South Lyon, MI 48178
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JOKER'S WILD

A blonde driving her new Cadillac, became lost in a snowstorm. She didn't panic though, she remembered her Dad telling her, "if you ever get stuck in a snowstorm, just wait for a snow plow to come by and follow it." Sure enough, fairly soon an odd truck came by, and she started to follow it. She followed for about 45 minutes. Finally, the driver got out and asked her what she was doing? She quickly explained what her Dad has told her to do about following a snow plow. The driver nodded and said, "O.K. well, I'm done with the Wal-Mart parking lot, do you want to follow me over to Best Buy now?"

My wife was fighting with the vacuum and complaining that it stopped sucking. I said, "it must of gotten married while we were out of town for the holidays. Anyways, that's how the fight started."

A young woman gets on a bus with her baby. The bus driver says, "Oh gosh, that's probably the strangest looking baby I've ever seen!" The woman stomps to the rear of the bus and sits down, obviously fuming. An ole biker dude across the aisle from her sees that she's obviously upset and asks, "What's wrong little Momma?" The young woman replies, "The driver just insulted me!". The ole' biker says, "Well you just march up there and tell him off. Go on, I'll hold your pet monkey for you."

For all those men who believe that there's no reason to buy the entire cow when you can get the milk for free, well, in 2024, 79% of women are against marriage, as they have wised up to the fact that for 8 oz. of sausage, it's not worth buying the entire pig!

Little Joey was sitting on the curb with a gallon of turpentine and shaking it up and watching all the bubbles. A little while later a Priest came along and asked Little Joey what he had there? Little Joey replied, "This is the most powerful liquid in the world, it's called turpentine." The Priest said, "No, the most powerful liquid in the world is Holy Water." If you take some of this Holy Water and rub it on a pregnant women's belly, she'll pass a healthy baby. Little Joey replied, "Oh yeah, well, you take some of this here turpentine and rub it on a rat's ass, he'll dang sure pass a Harley-Davidson."

For all you single gals; When a guy is really into you, he doesn't care if you snore while sleeping. He'll be like, 'snore for me you sexy diesel-powered generator.'

Consider this a public service announcement by your fave biker mag; Condoms do not guarantee safe sex. A friend of mine was wearing one when he was shot by the woman's husband. js

The Liquor Store clerk just wished me Happy Holidays....it's not even 2 weeks into New Year's and he's seen me every single day since 2 weeks before Christmas! Dang dude, get a calendar.

Once you understand completely why a pizza is made round, Packed in a square box, And eaten as a triangle.... Then and only then, will you even remotely understand women.

Ma and Pa were calling it a night and shuffle on back to the bedroom. It's a brand new year and Ma is feeling frisky and let's Pa know this. Ma walks up and sits on the bed and sees Pa on his knees praying, and asks in a sweet, soft voice, "Pa, what are you praying for sweetheart?" Pa replies, "Just praying for some Guidance." Ma doesn't miss a beat and says in her husky but still soft voice, Pray for stiffness dear, I'll guide it myself."

Valentine's Day is next month, so here's a Pro-Tip; Yell out exactly what you want for Valentine's Day near your beloved's cell phone, then, just wait for about an hour and FB and Zon will start sending you every available option of the gift you wanted.

Lil' Joey is talking to his older brother, Cain, who he overheard talking to his friends, so he asked, "What's the difference between a Callgirl, a Girlfriend and a Wife?" His older brother Cain laughs and replies, "Pre-paid, Postpaid and Unlimited."

Not really satisfied with his brother's answer, he goes and asks his Dad, "What's the difference between a Callgirl, a Girlfriend and a Wife? His Dad sighs heavily and replies, "Prepaid, Postpaid and Service Not Available."

This Generation: Go out all night & call in sick to work the next day. My Gen: Club hopped till 6am, slept in car for 18 mins. then showed up to work in club clothes & a club wrist band & put in 8 hrs. Aint that tough enough? Hell Right it is!

HAPPY 2024 TO ALL YOU AMAZING BIKERS!

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EVENTS



JANUARY 2024

January 7

- AMA District 14 Ice Racing
Owosso Motorsports Park
2504 W M-21
Owosso, MI
www.ama-d14.org

January 13

- Big Bend Ice racing
513 Conrad Rd.
Standish, MI
www.Bigbendcamp.com
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January 14

- AMA District 14 Ice Racing
Valley Trails Riders M/C
4957 Brown Rd.
Bentley, MI
www.ama-d14.org

- Motorcycle Swap Meet
Barons M/C Clubhouse
101 Genesee St.
Gaines, MI
9:00am - 4:00pm
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January 20

- Warrior Lily's Cancer Benefit
VFW Hall
28404 Jefferson Ave.
St. Clair Shores, MI
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January 21

- AMA District 14 Ice Racing
Team CDI Racing @ Leasure Lake
505 S Warner Rd.
Sumner, MI
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January 27

- Big Bend Ice racing
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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.

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