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COVER

MODEL Brandy Liberty

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LETTER FROM THE OWNER

Spring has Sprung!

For those that do not do any wintertime activities, it has been a long, hard winter and we are getting stir-crazy. Soon enough, though, we will all be back on the saddle again!

In this issue you will be happy to see the Bike Night ads are pouring back in, the events are coming in left and right and...we are getting ready to kick the **Ride n' Win** summer-long contest back off again.

If you have a Ride Card already, then you are good to go for this year. Read all about it in this issue. Also in this issue, we are rubbing in how much fun we had on **Thunder Fun Night** so be sure to check that out, too! Thank you again to everyone that helped make that event a huge success five years running.

I want to remind everyone that *Thunder Roads* is supported by advertisers, so if you like reading it each month, please be sure to patronize our supporters! If you know someone that should advertise in the magazine or be a Ride Stop this summer (remember, advertisers also receive the magazines when they advertise) please share your copy and show them page three; they can reach out to their local sales representative or me.

Be sure to like *Thunder Roads Magazine of Michigan* on Facebook to keep up-to-date with exciting updates and latest happenings. Once again, please patronize our advertisers and let them know you saw them in *Thunder Roads*, because, thanks to them, we are the #1 Free Motorcycle Magazine in Michigan—and growing!

Thank you to all of our loyal advertisers—we appreciate you!



Happy 12th Birthday to my beautiful daughter Emilee!

Now for some "Mo" Advice (thanks Mark for this one):

I would rather spend the rest of my life wanting what I don't have rather than having what I don't want.

Jody Mohowitsch
"Jody Mo"





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COVER STORY

OLD HOGS NEW TRICKS

Bad Pig makes its mark with customs that anyone can afford.



If you just drove by the two nondescript buildings in Oak Park, you would never guess what Bad Pig Customs has been building since 2013. Seeing an underserved hole in the market, Bad Pig has specialized in repairing, rebuilding and customizing Harleys for the average Joe.

"We get all sorts of guys who have an older bike, one they got from their father, or one they've been riding for years," reflects Mark Zagacki. "These guys don't want to go out and spend a ton of money on a new bike, they just want their bike made better".

What makes Bad Pig unique is that they have their own parts shop, and we're not talking about chrome doo-dads and overpriced clothes, either. "I've been in the parts business since December 2012 as Oak Park Mark's, and we currently have over 5,800 square feet of retail space devoted to everything from wheels and bars to frames and engines," says Mark. Having this enormous resource of new and used parts at their disposal, Bad Pig can sell the parts without including the markup of a middleman. "It's really the base that brought the business to the next level, and we attend the biggest motorcycle swap meets in southeast Michigan and northern Ohio on a monthly basis."

Having the parts is a great resource, but it's what they do with them that really sets Bad Pig apart. Teaming with co-owner Dave Foster's crew to do the custom work, they have a real knack for breathing new fire into old bikes.

"We can repair anything, but what we really love doing is putting work into that 10- to 15-year-old cycle and giving people a one-of-a-kind custom for a fraction of the price of a new bike. Anything from paint, fairings and bags to complete engine and transmission swaps, we can give a bike all the modern upgrades that weren't available back in the day when it rolled off the Motor Company's production line."

Sometimes, that "retrofit" even works in reverse. Dave told us, "Our latest project is a 2017 Rushmore Road Glide that the customer wanted built with every bell and whistle, but it's stuff that the aftermarket doesn't even produce for this model yet. We ended up pulling the engine, dropping in a S&S 143cid and Baker Drive Train 6-Speed Grudge Box transmission, and adding everything from a Big Bear Choppers inverted front-end assembly to Brembo's and Ohlins shocks. Not only will this bike rip with about 160 horsepower out of the box, it's gonna carve and stop on a dime. Top that with flat black tins and gold accents, he'll have a bike NOBODY at the local Bike Night can touch."

While they enjoy doing these high-end customs, Dave's true passion is builds for everyday riders. "I love the older bikes, from Shovelheads and Panheads to your basic Softtail. I want to fix some guy's Harley that's been gathering dust, or replace an old 88 twin-cam with a modern engine. Combine that foundation with some custom paint and a few select accessories, and you've got a one-of-a-kind bike that doesn't cost an arm and a leg." With over fifty years of combined experience on the shop floor, if you can dream it up, Bad Pig Customs can create it.

When asked about how the business is doing, Mark smiles. "Well, we ain't gonna get rich anytime soon, but we're giving people what they want and we love what we do. We don't have to answer to "corporate," and we get to do everything on our terms. Hell, when

the photographer for this article asked if we wanted to bring the bikes to a studio, we just laughed. We make these bikes in a garage with eight lifts and parts all over the place. THAT'S where we wanted them shot."

Based on the bikes, it's safe to say their philosophy is working. If you've always wanted a custom Harley, but didn't think you could swing it—Bad Pig Customs is the place for you.



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continued on next page

OLD HOGS NEW TRICKS



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PHOTOS ~
Scott Campbell has been shooting bikes, cars and models for over 20 years.
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MODELS ~
Constance Kay, Arwen Nova, Brandy Liberty



2017 Harley-Davidson FLTRX® Build

Milwaukee-8 drivetrain replaced with S&S 143cid with S&S 71mm Throttle Hog, Baker "Grudge Box" 6 speed, Evolution 220hp clutch assembly, Trask Performance chain drive upgrade, Barnett billet hub cage, Hayden primary chain tensioner, and 34t solid compensator sprocket. Further upgrades include Bassani "Big Pipe" Exhaust, Big Bear Choppers inverted front suspension, Brembo brake calipers with 320mm rotors, Ohlins rear shocks, Machined Mid-Shift components by "Fab Kevin", Hard Case risers/clamps, and Cycle Pirates shift/brake arms with gold anodized Flo foot/shift pegs, all finished in custom Satin Black paint.



VETERANS CORNER

House Bill 4843 creates a pilot program to let veterans train their own service dogs. It's pending in the House Military and Veterans Affairs Committee.

HB 5616-5617: Creates a toll-free hotline for veterans and their families to report cases of abuse at veterans' homes and require the veterans' facility ombudsmen to work with the Department of Health and Human Services to investigate complaints.

New Grand Rapids veterans home site plan approved with conditions

Plans for a new \$49 million Grand Rapids Home for Veterans took another step forward despite hitting a snag with the site plan. City commissioners voted unanimously to change the zoning of the property at 3000 Monroe Ave. NW near 3 Mile Road to accommodate the facility. In turn, the vote approved the site plan, but with a condition that the architects address concerns regarding the site's proximity to a neighboring property.

"The sticking point is this piece with proximity to the neighbor and this buffering and that opportunity to make some minor modifications to increase that buffer in some way, or at least give us assurance that that has been addressed," said Mayor Rosalynn Bliss.

The affected neighbors, Paul and Carol V'Soske, were outspoken Tuesday during a city commission meeting at Oakdale Park Christian Reformed Church. The couple said they were not notified of the project, and expressed concerns about the site's proximity to their 3 Mile Road home, and the damage that the project would cause to land Paul V'Soske believes to be protected wetlands.

"This has been a piece of property we've been privileged to be stewards of for 38 years," Paul V'Soske said. "All we're looking for is a good neighbor and the way it was laid on us did not give us that feeling.

Officials also said they rerouted the access drive from 3 Mile Road, moved the proposed parking, and plan to shift the site to provide an additional buffer between the properties in response to neighbor concerns.

At its closest point, the roadway coming off 3 Mile Road is less than 10 feet from the V'Soskes' property. City Planning Director Suzanne Schulz suggested that the architects add 5-10 feet for a more desirable buffer.

The approval from the city commission was an important step to assure the project didn't lose out on highly competitive federal grant funding, which is expected to fund about 60 percent of the project. Construction is expected to begin late summer or early fall 2018, Redford said.

Court determines military burn pits caused lung disease in service members

The thousands of U.S. military personnel and private contractors whose health was compromised by the dense black smoke of burn pits - and who were then denied proper treatment - may finally be vindicated by a recent court ruling.

A judge under the U.S. Department of Labor's Office for Workers' Compensation Programs decreed that open-air burn pits -- where thousands of chemicals were released into the air after trash and other waste were incinerated at American

military bases in Iraq and Afghanistan -- are connected to lung disease, Fox News has learned.

The decision marks a victory for the nearly 64,000 active service members and retirees who have put their names on a burn pit created by the Veterans Administration, bringing them one step closer to getting adequate medical coverage, something that has never been guaranteed. Private contractors who were also exposed to the burn pit toxins also have been denied coverage.

"This case has legitimized the disease," former contractor Veronica Landry of Colorado Springs, whose case was a part of the recent ruling, told Fox News. "There are many people out there who are still not getting the treatment they need. "This ruling changes that."

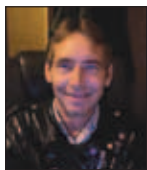
Ludington veteran learns to use donor arms

A northern Michigan veteran is recovering at a Baltimore hospital after receiving a rare transplant. In 2012, U.S. Army national guard Sergeant Eric Lund lost both of his arms above the elbow after an IED explosion hit his convoy in Afghanistan. Countless surgeries, prosthetics and two purple hearts later, Eric received the call he's been waiting two years for.

Within hours, he was on a plane and prepping for surgery. Eric's extensive bilateral surgery took more than twelve hours. He is the second person to receive a double arm transplant at Johns Hopkins Hospital.

Eric has been working directly with physical therapists at John Hopkins for several hours each day. For months Eric will continue therapy working on stretching and training his muscles and nerves to communicate with one another. Since the surgery Eric and his mother have been living near the hospital in a handicap accessible apartment.

David McCallister "Possum"
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The Motorcycle Lawyer on THE LAW

It Was the Motorcyclist's Fault! (said the defense attorney)

LITIGATING CONTESTED LIABILITY MOTORCYCLE CRASHES

I have, perhaps, litigated more motorcycle injury and wrongful death accident cases than any other individual attorney in the state of Michigan. It has been my experience that defense attorneys will do just about anything to point the finger at the motorcycle victim, thus escaping or reducing the likelihood of having to pay fair compensation, if any at all.

One reason behind this is based on a legal doctrine called comparative negligence. If this type of defense is used, a jury would need to assign a percentage of fault (negligence), as it relates to the drivers involved in the crash. For every percent of negligence the jury places on the motorcyclist, the corresponding amount is subtracted from the damages awarded. In other words, the more they can fault the motorcyclist, the less they are required to pay. Additionally, here in Michigan, we have what is referred to as the 50% Rule. If the defense can make the jury believe the motorcyclist is more than 50% at-fault, the biker loses their case. They would not receive any non-economic damages, meaning restitution, for pain and suffering, scarring, disfigurement or other injuries.

One of the most common crash scenarios occurs at an intersection when the defendant driver (in a car) turns left, directly in front of a motorcyclist coming from the opposite direction who has the right-of-way. In Michigan, there is a statute that states a motorist gives up their right-of-way if they were speeding at or through an intersection. Perhaps not so surprisingly, there have been a few occasions in which I believe the defendant driver was coached to state that it was their perception that the motorcyclist was going over the speed limit.

As one might assume, combining this argument with this statute can wreak havoc within an intersection case. Following this line, the defense could then argue comparative negligence and reduce a percentage of the damages.

Biases and Prejudices

Whenever I try a motorcycle case to a jury, I talk to them afterwards to get their feelings and reasons for deciding the case. Similarly, on any substantial injury case that I try, we host a focus group where we test these issues with ten laypeople from the county where the case is being tried. These sessions help us to learn what evidence a typical juror finds most important, as well as the reasoning they use in deciding the case. Based on what we have learned so far, it is apparent folks have strong opinions about motorcyclists, specifically the types of motorcyclists that are on the road, how motorcyclists drive and the usage of helmets (or lack thereof). Some people feel that just by riding a motorcycle, getting injured in a crash "comes with the territory."

There tends to be a certain bias or prejudice from laypeople, therefore, that most motorcyclists are simply behind the eight ball from the start. The feedback is clear, however, on the topic of helmet use: regardless of the law, laypeople feel that choosing to not wear a helmet is not a smart thing and would cause them to assign comparative negligence, if there was any injury involving the motorcyclist's head.

The Need for Speed?

The defense will typically try almost anything they can to make it seem as

though the motorcyclist was speeding. I have even heard the ludicrous argument that, if the motorcyclist was going 5 mph less, the crash would not have happened, because the motorcyclist would have been a couple hundred yards away from the intersection. Based on this ridiculous argument, the driver turning left, directly in front of him, would have already made her turn and been well out of the way.

It would be like saying, "If the motorcyclist stopped for a cup of coffee, which took 15 minutes, the crash would not have happened." The driver making the left turn had a duty to see what there was to be seen. They miscalculated oncoming traffic, encroached on the motorcyclist's lane, and failed to yield the right-of-way. If the negligent car driver had just waited to ensure there was enough room to make a left turn, the crash would not have happened.

Be Proactive

Start by taking a motorcycle safety class and practice with a riding skills class. Be sure your driver's license includes a motorcycle endorsement, always wear the appropriate safety gear and make your motorcycle conspicuous. I love when I can point out to the defendant driver that the light configuration on the front of my client's motorcycle includes two, big, white LED head lamps as well as two amber running lights, which also serve as turn signals. I ask, "You're telling us that you did not see all of these lights?"

The people that sit as jurors are just like everyone else, they have biases, prejudices and opinions. We all do. It's part of what makes us human. Unfortunately, most laypeople's biases held towards motorcyclists lean more toward negative. It will be easier for your attorney to argue that you are a safe and experienced motorcycle rider if you take the initiative and obtain solid riding experience.

The plaintiff rests.

Attorney Jason A. Waechter is a Michigan attorney specializing in the areas of motorcycle and motor vehicle injury litigation as well as Michigan's Motor Vehicle No - Fault Law. Mr. Waechter has collected millions of dollars in settlements, awards and verdicts for his motorcycle clients over the past 20 years. A portion of each case settled goes to educational resources for bikers, funds to help bikers while their cases are being litigated and our motorcycle accident prevention campaign.

Call Attorney Jason Waechter toll free at 1-877-BIKER LAW.

Or visit

www.motorcyclelawyermichigan.com



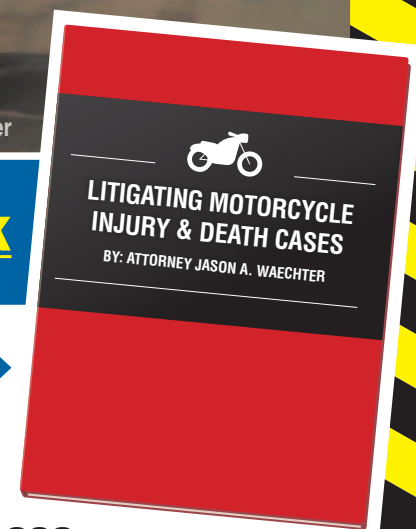
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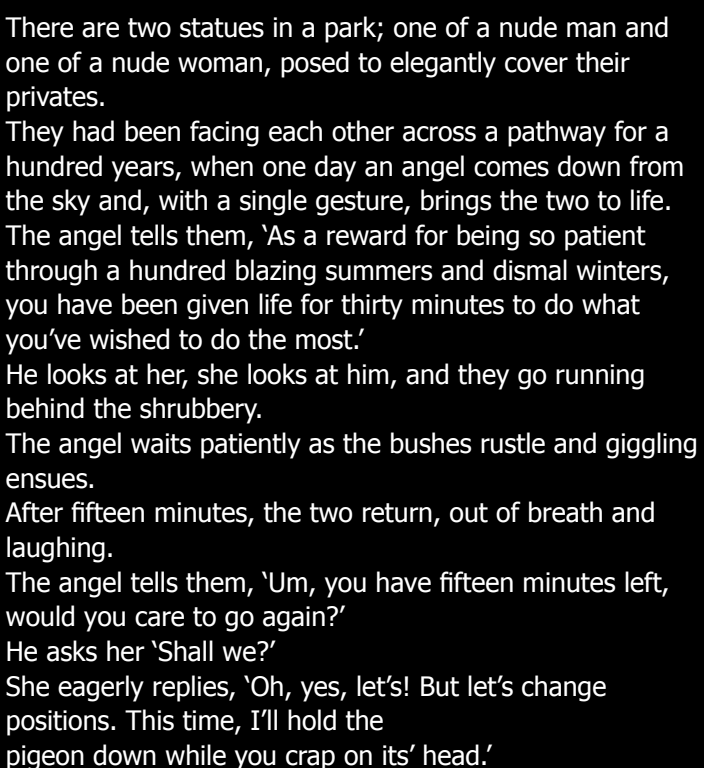
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A biker couple, just married during Bike Week, were in their honeymoon suite on their wedding night. As they undressed for bed, the husband, who was a big burly man, tossed his pants to his hot bride and said, "Here, put these on." She put them on, and the waist was twice the size of her body. "I can't wear your pants," she said. "That's right!" said the husband, "and don't you forget it. I'm the man who wears the pants in this family!" With that she flipped him her panties and said, "Try these on." He tried them on and found he could only get them on as far as his kneecaps. He said, "Hell, I can't get into your panties!" She said, "That's absolutely right, and that's the way it's going to be until you adjust your attitude, big boy."

A man and woman were having a quiet, romantic dinner in a fine restaurant. They were gazing lovingly at each other and holding hands.

The waitress, taking another order at a table a few steps away, suddenly noticed the woman slowly sliding down her

chair, under the table and under the table cloth but the man stared straight ahead.

The waitress watched as the woman slid all the way down her chair and totally out of sight under the tablecloth. Still, the man stared straight ahead.

The waitress, thinking this behavior a bit risqué and worried that it might offend other diners, went over to the table and, tactfully, began by saying to the man, "Pardon me sir, but I think your wife just slid under the table."

The man calmly looked up at her and said, "No she didn't, she just walked in."

A man boards a plane with six kids. After they get settled in their seats, a woman sitting across the aisle leans over to him and asks, "Are all of those kids yours?" He looks bewildered at her and replies, "No. I work for a condom company. These are customer complaints."

A teacher asks the kids in her 5th grade class: "What do you want to be when you grow up?"

Little Johnny says: "I wanna' start out as a Fighter Pilot, then be a billionaire, go to the most expensive clubs, find me the finest ho' money can buy, give her a Ferrari worth over a million bucks, an apartment in Copacabana, a mansion in Paris, a jet to travel throughout Europe, an no-limit Visa Platinum, and all the while...banging her like a screen door in a hurricane."

The teacher, shocked and not knowing what to do with this horrible response decides not to acknowledge what he said and simply continue with the lesson.

"Alright then, and how about you, Sarah?"

"I wanna' be Johnny's ho'".

A Doctor asks his patient; whom is a pregnant prostitute,
 "Well, do you know who the father is?"
 Prostitute looks at the Doc and very exhaustedly replies,
 "Oh, for goodness sake, if you ate a can of beans, would
 you know which one made you fart?"



Alyssa's Adventures in the Mitten



by Alyssa Locke

CPL

This month's adventure took me down the road of what it takes to get your CPL (concealed pistol license) certification. It is always something I have thought of doing, and I realize the controversy that goes along with this choice.

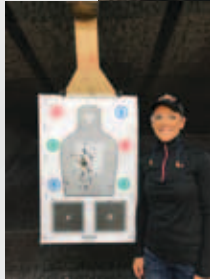
I teamed up with three ladies I work with at Serendipity Hair Design in Belmont, Michigan. One of their fathers-in-law is a certified instructor and owns River City Concealed Carry in the Grand Rapids area.

To acquire your CPL, you are required to do a day of classroom work and pass a written test, then spend a couple hours actually shooting. I was amazed at everything we learned; not just about gun safety and how to shoot, but there are many laws regarding carrying a gun and personal protection. Gary Dredge was extremely knowledgeable about every aspect of teaching and training us.

Choosing to carry a gun is a responsibility and it is important that you understand the consequences. Once we were cleared to shoot at the range, we did a refresher of the classroom teachings, chose the guns we wanted to shoot, and got to it. He guided us through basic shooting and defensive shooting skills, called out commands for us to follow and watched us closely. We portrayed real-life scenarios and what to do when you only have seconds to decide. The range shooting got us comfortable with our firearms and defending ourselves in various situations should they ever arise.

If you are contemplating getting your CPL, or just want to feel more comfortable and knowledgeable about firearms and laws, I highly recommend Gary Dredge at River City Concealed Carry. I am very glad to have completed the course!

Until the next adventure...ride on, readers!



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Letter from The Editor

Hello My Riding Friends,
The month of Thankfulness is upon us. Having a heart of gratitude is such a great feeling. Being able to appreciate those around me and all the blessings I possess is about as good a feeling as the first time I approached the Rocky Mountains on two wheels; or cruised Lazelle Street in Sturgis; Rode the Galveston Coastline or rode 16 hours straight, just to say I could do it. It ranks right up there with meeting Al Unser Sr., Jessie Combs, Gloria Struck, Toby Keith, Billy Lane, Roland Sands, Cyril Huzar and John Paul DeJoria. But the greatest joy is riding alongside complete strangers in the morning and sharing phone numbers with, what seems like, brothers and sisters by the end of the day. All of these things I've done due to owning Thunder Roads Magazine OK/AR for the past 9 years. The magazine began sixteen years ago producing an issue every single month....that's 192 non-interrupted issues!

Would you like an opportunity to do all of these things? It's time to pass the torch and allow the next Thunder Roads Magazine OK/AR Editor to take over. You read that right! After much consideration and making many life changes, it's time for me to pass on the torch of this work that doesn't feel like work! It's true! It can happen. And this time, it may happen to you. Please contact me at 405-612-3844 or T@trmok.com for information and details on what is needed to be the next Thunder Roads Magazine Editor.

In the meantime, let's get out and RIDE! Watch out for those falling leaves making the roads slick in spots. Buy a veteran or active military a meal. Drop off non-perishable food at a local food bank. Be thankful and grateful for all you have.
Your Riding Writer,
"T"

THUNDER ROADS

MAGAZINE

Oklahoma Arkansas

What Is In A Name?

FINAL PART 2

by Stephen R. Phillips

Continued from last month



Circa 1953 Doorway to Old Clubhouse
w/Orig. Bulldog



2018 marks the 70th anniversary of Bulldog So where in the world did the name come from? What if the name was derived from a club member's pet Bulldog? I thought it worthwhile to look up the characteristics of an English Bulldog. Many of the animal's traits mirrored that of our members, such as: an intimidating appearance in contrast to their gentle nature; affectionate; dependable; known for their courage; bullheaded; determined; persistent; territorial. As for our name? There's a bit more history to cover first.



Larry Phipps presenting Arlene Hess with a \$500 check for the Millington Community Center. Circa 2000

Over the years, Bulldog Riders has given back to not just the motorcycle community, but to the local community as well. For years, the club donated time and manpower to maintaining one of the many trail systems in the state of Michigan. We have also supported local organizations such as the Boy Scouts, school baseball teams, a local park, and the Millington parade.

Most recently, we have provided the labor for the Arbela Township old tire collection drive. This project was so successful, we have decided to make this an annual event.

Many other clubs and promoters have a much larger area of real estate. We feel it is not about size, but what you do with the size you have that matters.

Even though our track hovers around one mile in length (depending on how the track crew sets it up), it is the most challenging and safe mile you will ever ride. Several years ago, we took the double- and triple-jumps out and replaced them with table tops. This makes it fast, fun, and safe for all skill levels. The slogan of Bulldog Riders is *"If you can ride fast at Bulldogs, you can ride fast anywhere."*

Bulldog Riders is known for its challenging and ever-changing track. The soil is some of the deepest sand in and around Michigan. The track is located in the beautiful countryside of mid-Michigan, which allows for ample beautiful scenery.



The conditions of the track will challenge any rider at any level, and will keep everyone focused while concentrating on their riding. The track will change every lap, and the layout is always being changed and improved. So be prepared! The crew of Bulldog Riders club members prepare the facilities prior to each event to ensure a positive experience, both on and off the track.

The Bulldog Riders track will suit riders at all levels from kids to pros, and everyone in between. With no doubles on the track, all riders can go fast while staying safe. Having little suspension, vintage racers enjoy this feature very much.



So come to one of Bulldog's race days if you are looking to test your skills on a track layout following the natural flow of the land, and berm-blast some sand at the "Southwick" of Michigan! During race days, the members distinguish themselves with bright orange T-shirts. Be sure to stop one of us and let us know what you think!

Here are some unsolicited comments that were posted to our Facebook:

Facebook.com/pg/Bulldog-MC-258019594701/reviews after our May 7th 2017 race day.

Darrell Howe - May 8 2017

The only thing they need to do is fix the kids Track when they race very rough from adults being on part of it.

Joe Hovorka - May 8, 2017

Tough track. Fell down lots, good thing is just went POOF when I hit the ground.

Craig Biland reviewed Bulldog M/C — 5 star April 24 ·

Love the track—it beats the crap out of me every time.

Rps Fabshop reviewed Bulldog M/C — 5 star June 10, 2015 ·

Great weekend of racing. Awesome people. My wife and I were asked numerous times how we liked the track and if we were enjoying our experience here. We also received lots of accolades and encouragement for our son who was racing for his second time. You could tell everyone affiliated with the club and track was sincerely interested in everyone having a good

time. The new kids' track was really cool. Great track and great people. Thank you so much.

Anthony Palazzolo reviewed Bulldog M/C — 5 star October 24, 2015

One of the best tracks I've had to pleasure of riding. It will challenge all riders, no matter the skill level.

Joshua Lee Brown reviewed Bulldog M/C — 5 star March 7

I haven't rode for a long time; this was always one of my favorite places to race, way back when I used to.

Tom Claerhout reviewed Bulldog M/C — 5 star May 8

Awesome track. They run a smooth race program. Nice track prep. No other place in Michigan like it.

Nick Bender reviewed Bulldog M/C — 5 star October 24, 2016

I'm a new rider and this track is tough but keeps me at a good speed in the sand so I don't mangle myself. All in all, this track is amazing

John Cannell reviewed Bulldog M/C — 5 star April 15, 2014

This place is a jewel. One of my favorite tracks in the Mideast. Rough...Sand...track!! Bad Ass!!

Russ Martin reviewed Bulldog M/C — 5 star October 22, 2015

Great great people, great track, great trophies, going back

Adam Dietlein reviewed Bulldog M/C — 5 star December 7, 2013
Best Sand Track!!

The earliest records of events this writer could find were from the 1960s (see photos page). However, I know from talking to some of our old-timers, Bulldogs sponsored enduro rides, trail rides, hill climbs, scrambles and ice races in the 1950s. How do I know this? My wife is best friends with Gerald and Lee Faviers' daughter.

My wife and I have vacationed with Gerald and Lee, and he has told me many stories.

Let's get to the point of this article. Why the name Bulldog, anyway? Many of the original members were long-haul truckers and drove a certain type of semi. As you might have guessed by now, most of them had Mack trucks. The logo of the Mack truck, if you don't know, is a Bulldog. So, there you have it! That is how Bulldog Riders Motorcycle Club of Millington got its name.

Over the years, our club has hosted many pro riders, such as Mike Hartwick, Dick Robbins, Brian Swaink, Eddie Warren, Jeff Stanton, Mike Larocco, Nick Wey, Josh Woods, Broc Tickle, Jeff Curry, Steve Lamson, Kris, Kip and Kreg Bigelow (Kreg is a current member). Let's not forget locals like Matt and Joey Crown, along with many more. Also, some dirt trackers, like Scott Parker, Bryan Smith, and Jared Mees. You may ask why a flat tracker at a MX track? It is perfect training.

Bulldog Riders is a club of motorcycle enthusiasts who have a passion for the sport. We are dedicated to each other, the Michigan moto family, District 14, AMA, and all of the racers that come to our events.

Bulldogs is a motorcycle club created for the simple purpose of enjoying motorcycles and bringing motorcycle enthusiasts together for a good time. From the fifties and sixties, Euro and British single four-stroke thumpers, to the seventies and eighties Japanese ring-a-ding-ding two-strokes, to the current "brraaaap" bikes, Bulldogs has stood the test of time and still, to this day, provides great racing and good family fun at every event.

We are proud of our past and very confident in our future.

Stephen R. Phillips
Club Secretary 2018



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MY FIASCO Springtime Fly-Tying

There is no doubt winter in Michigan is extremely beautiful. I love being able to get out and fish whenever the temperature rises enough I feel like I won't endure excruciating pain during my time standing in the river. But, boy, the feeling I get when April hits and the weather really starts warming up is indescribable. It's so exciting to see the snow melt and see the muddy, dreary landscape with all sorts of potential for growth. Plants and animals alike seem to be popping out everywhere. Spring is finally here and I am ready for a new type of adventure.

For both me and Dan O., spring starts the busy season in our respective careers, so getting time off tends to be difficult. Spring steelhead season is underway in earnest and the rivers start getting busier. Spring begins spawning season for steelhead and as the fish head to shallow gravel to make their beds and lay their eggs, fisherman of all types rush to get a chance to catch these beautiful creatures. There are many different views on spring steelhead fishing, but personally, I don't like to catch fish that are protecting their eggs. So, at this point in the year, I am beyond excited for trout season. Dan O. has been tying flies getting ready for the season and, since I have been trying to learn every aspect of fly-fishing, I'm excited to try to tie as well.

Have you ever wondered what would happen if you put two people, who are in a relationship, in an 8x10 room and have the guy "teach" the girl to tie a fly? Well, me being adventurous (and possibly a complete nutcase), I decided this would be a lot of fun. I look through the fly book and find a fly I want to tie, but apparently, (according to Dan O.) I picked one we don't have the material for (I probably could have made it work). So, we pick another fly and get started. Halfway through tying this abominable creature, I realize it's looking more like something the dog puked up than a fly. After a few more attempts and some extremely frustrated comments, I come up with something that is supposed to be a woolly bugger but looks a lot like a gob of feathers to me.

So, there we are tying flies side by side at the same desk, each with a vise in front of us, and you might think "how cute, they're so in love." If you consider being on the brink of combat and the possible contemplation of harm to one's spouse to be "in love"... we are. To be honest, I sit there thinking that I should probably put down the scissors before they hurt someone, while Dan O. is trying to stay patient and not give in to his urge to throw me out of his tying room.



by Mary Ostahowski



Someday I'll get it right, but for now I'll keep tying some fantastic messes and trying to fish them, no matter how horrible they look.



2018 MICHIGAN THUNDER RUN RIDE N' WIN CONTEST



Get Ready! The 5th Annual

Michigan Thunder Run Ride n' Win Contest will be kicking off

JUNE 1ST

**NEW THIS YEAR...
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All vehicles welcome to participate, ride a bike, drive a vehicle, boat, etc. NO LIMITS.



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Starting in the June issue you will find all the details!
Then all you need to do to get started is

1. Go to any stop listed on "The Stops" pages with a Ride Card image by it- they have Ride Cards, where other stops do not. If you already have your card from a previous year, you DO NOT need to register again. The Ride Cards DO NOT EXPIRE so hold on to it. The information that you provide when you sign-up for your FREE Ride Card only goes to me and will NOT be used for any other purpose than this contest. You will not have to provide any other personal information again after this. You will be handed your FREE Ride Card right then. It has a unique number on it- take note because that is YOURS and ONLY YOURS.
2. Once you have your Ride Card go to any or all of the stops listed this month and show them your card! There are also event stops each month that you can check in at. Each Stop you hit will write your unique Ride Card number down. Let them know if you spent over \$10 there, because your Ride Card number will get counted twice!
3. Then pick up the following months issue to see if your Ride Card number is listed as a winner. You must check this each month as Thunder Roads staff WILL NOT CONTACT YOU and let you know you won. If your Ride Card number is listed as a winner then follow the simple instructions listed on the WINNERS page to claim your prize. Please note: You only have 45 days to claim your prize from the 1st the month it is listed in the magazine.

***Make sure to pick-up your copy each month (July- October issues) of Thunder Roads Magazine of Michigan to see if your Ride Card # is listed as a winner from stops you made the previous month!**



FEW FACTS

- Winners are randomly picked from each Registration/Ride Stops, Ride Stops & Event Stops each month.
- The more places you check-in the greater your chances are of winning a prize from that stop, multiple prizes and/or one of our sponsors prizes!
- If you spend \$10 or more at any Stop your Ride Card number gets counted twice! Please note: *The reason why this contest is FREE to you is because of our sponsors and stops. So we want to encourage everyone to support them in return. That is why we count your Ride Card number twice if you spend \$10 or more.*
- You can check-in 1 time each week at each Stop.
- Riders are able to win multiple prizes - based upon the drawing of their check-in.
- Some prize drawings are specific to only check-ins for the particular month - while others prizes are drawn from check-in's all summer Ride n' Win season long.



2018 MICHIGAN THUNDER RUN RIDE N' WIN CONTEST



It's really that simple!

4. Get Your Own Unique Michigan Ride Card (It Does Not Expire).
5. Get the list of Stops each month from Thunder Roads Magazine or the website.
6. Ride out to these stops and show them your Ride Card.
1. And then you could win cool prizes, including COLD HARD CASH!



RIDING OUT OF STATE? ZIF YOU RIDE TO PENNSYLVANIA, OHIO, IOWA, DELAWARE, MARYLAND OR WASHINGTON DC MAKE SURE TO PICK UP A COPY OF THUNDER ROADS IN EACH STATE AND LOOK FOR A REGISTRATION STOP NEAR YOU TO REGISTER FOR THAT STATES RIDE CARD. THEN CHECK-IN AT ANY STOP LISTED IN THAT STATES ISSUE.YOU COULD WIN PRIZES IN EACH STATE!

Just Get Out & RIDE!



LET'S RIDE!



April 2018

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| SUNDAY | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY |
|--|--------|---------|-----------|----------|--------|---|
| 1 EASTER APRIL FOOL'S DAY | 2 | 3 | 4 | 5 | 6 | 7 ABATE BOWLING |
| 8 ABATE BOWLING | 9 | 10 | 11 | 12 | 13 | 14 TEAM LAYLA Diamondbacks MC, Potterville |
| 15 38TH ANNUAL MOTORCYCLE SWAP MEET Delta Plex Arena | 16 | 17 | 18 | 19 | 20 | 21 D-FROST RUN Flat Rock |
| 22 EARTH DAY BIRCH RUN SWAP MEET Birch Run Expo Center | 23 | 24 | 25 | 26 | 27 | 28 WIN A BIKE! Tecumseh HD SANDY CORLEY MEMORIAL PARTY Fremont Moose Lodge |
| 29 | 30 | 1 | 2 | 3 | 4 | 5 |

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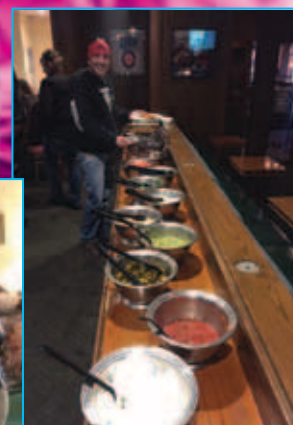
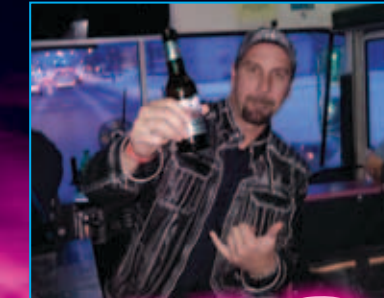
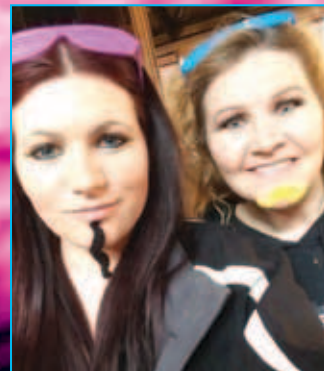




5TH ANNUAL

THUNDER FUN

NIGHT!



IT

is hard to believe that it was five years ago I hosted the very first **Thunder Fun Night** and what a fun night it was and continues to be! Each and every year it has been a party, to say the least. We bikers get a little stir-crazy in the wintertime. Unless you are lucky enough to be able to escape to a warm climate and ride your scooter in the winter, you at least need to get together with some folks that share your same passion. There are qualities about a biker that typically make us all get along so great and just want to have some drama-free fun! Some people attend the event in a four-person group, some solo, but we all come together for one night of absolute party-your-ass-off kind of fun! People can check in early and get the party started or enjoy the hotel amenities, then we meet in the lobby to grab some dinner (very important to put food in the bellies of these wild animals). The party

bus picks us up from the hotel and away we go. Throughout the night, we raffled off prizes and our final big-ticket items are raffled off at the end of the night back at the hotel. This year, our first stop was the good ol' Iron Horse Bar & Grill in Akron, MI. If you have never been to the Iron Horse, I recommend hopping on your scoot this summer and riding there. It is a great biker bar in the middle of nowhere, in a town filled with super-nice people. They have great food and cold beer! Plus, every year on Labor Day weekend, they host Freedom Fest (more details to come in the August 2018 issue). The Iron Horse Bar & Grill will also be a Ride Stop this summer, so you can check in with your Ride Card. Many of the other places we went on Thunder Fun Night will be Ride Stops as well. Next, we loaded back up, turned up the music, swung around the "dancing pole" (aka stripper pole)

and headed to the Bay Shore Bar in Fairgrove. This is a great little dive bar, and another good riding destination stop. It's only about five miles east of Bay City and about halfway between Bay City and the Iron Horse. By now, some folks are getting a little wilder (and some folks are passing out, lol) but the bus keeps rolling for those that have not tapped out and called a taxi back to the Bay Valley Resort. We arrive at the 702 Bar in Midland with our dancing shoes on because Steve Armstrong and the 25-Cent Beer Band are playing! These guys are absolutely amazing; plus some of you may not know that I wrote a song called "Ride," which is on their album. Our last bar stop for the night was My Alibi Bar & Grill in Midland. This bar is located next to where I grew up and my dad had his motorcycle shop, Moe's Cycle Shop. It's a fun, laid-back place filled with

good ol' country folks. All four locations host a Bike Night during the summer so be sure to check out their ads in the magazine and stop by. Thank you to the following sponsors for their generous prize donations: Dunbar Metal Arts, leuter Insurance, Baker Transmission, Great Lakes HD, Brisco Builders and to the Bay Valley Resort for accommodations, Midnight Madness for the party busses and our stops: Iron Horse Bar & Grill, Bay Shore Bar, 702 Bar, and My Alibi Bar & Grill.

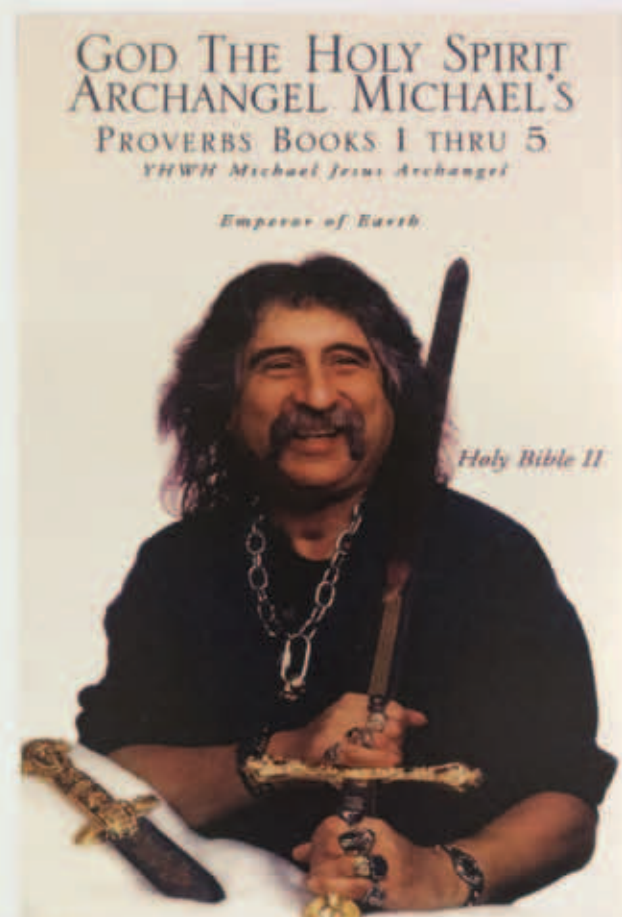
Thank you to everyone that attended this year and came out of hibernation—party on!



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Biker Preacher's Corner

There is an old phrase that goes something like this: over and out. We've all heard the phrase, but most of us don't know where it came from. The term originally comes from our beloved armed forces and is also used in radio communications, like the CB radio.

So many people today are too easily offended by just about everything. These are the ones that have taken this phrase way too far, and way out of context from its original meaning. Some say over and out when they don't get what they want out of a relationship, a marriage, or even membership in an organization—like church, a motorcycle club or a civic association.

People, we need to learn to persevere. We need to toughen up and honor our commitments instead of just throwing in the towel and giving up so quickly. **James 1:4 says "But endurance (perseverance) must do its complete work, so that you may be mature and complete, lacking nothing."** If we don't persevere through the hard times, we will never achieve a level of maturity and success that only come from and through those hard times.

When I was young, my mom used to have a couple encouraging statements that she would say to help me to dig deep, work hard, and finish the job. These sayings went something like "pull yourself up by the bootstraps" and "keep your nose to the grindstone." What she was encouraging me to do was to stay focused, keep working hard, and to not give up, no matter the struggle that I might have been facing or the frustration other people may have caused.

My encouragement to you today is this: the relationship might seem like it's on the rocks right now. But, don't give up—love one another and communicate. Don't give up so quickly. Things at work, at church, or in the club might seem like they're going the wrong way. Stick it out, and be a part of the solution, not part of the problem.

Quitting never accomplished anything. What tends to happen when we give up too quickly is greater offense—and then out of the offenses and hurt feelings come slanderous comments that are made about the people, places and things that we've quit on.

Remember, there are two sides to every situation and then there is the truth. Stay involved, stay engaged and be a solution...not part of the problem

Much love and respect,

Apostle Brian "BMAN" McKay
Senior Pastor, National President & Founder
Victory Biker Church International & Sons of Victory MC/M
apostlebman@victorybikerchurch.org



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HISTORY OF FOUR-WHEEL DRIVE

PART III OF A SERIES

Continued from last month



Technical Differences

With their modestly increased ground clearance, off-road tires, simple rigid-axle suspension, and family car power output levels, the first crop of off-road sedans used the advantage of four-wheel drive to enable them to stray from the paved road when necessary. But there was a fundamental difference with the Quattro, which used its sophisticated suspension and tires, low ground clearance and high-powered engines to keep them on the road under hard driving.

Nearly all the early 4WD sedans used a four-wheel-drive system that was only used when it was required. This “in or out” system was the simplest and the cheapest, but it limited the occasions on which four-wheel drive could be used because of the absence of a central differential. The center differential—or the disengagement of the four-wheel drive system—was needed for road use because the front and rear wheels of any vehicle describe different arcs while cornering and must therefore rotate at different speeds. The “in and out” system was therefore of less interest for high-performance road cars of the 1980s.

The problem of the speed difference between the two axles led to some unusual solutions among the many proposed, including the use of four-wheel steering. This gave the two axles a similar cornering radius and had been used most often on commercial vehicles, starting with the FWD wagon of 1904. In Porsche’s experimental 911 Turbo 4x4, another method was chosen: the drive shaft to the front wheels incorporated a free-wheel mechanism, allowing the front wheels to rotate at a higher speed than those at the rear during cornering. However, when this happened, they were not transmitting the engine’s torque.

Audi chose to use permanent four-wheel drive, with a central differential and a rear differential that could be locked by the driver at will. Locking the center differential is recommended on slippery surfaces, and in order to extract the maximum from the car on difficult terrain, the rear axle could also be locked. This action had its effect on the car’s handling, however, causing understeer characteristics that were almost impossible to overcome in the case of an error by the driver. In the case of the competition model, Michele Mouton and her colleagues had to resort to a fair degree of acrobatic agility to get the car sideways when it was necessary. It is for this reason that Audi tried a limited-slip rear differential instead of the manually operated 100-percent lock-up device.

In Search of the Ultimate - The Peugeot 205 Turbo 16

The majority of early 4WD cars, including the Quattro, used a 50/50 split, which was about right when you consider the weight transfer that takes place during heavy acceleration. The Lancia Delta Turbo 4x4 had a 58-percent front and 42-percent rear torque split, which reflected the vehicle’s weight distribution. A purist, however, would probably prefer 40 percent of the torque to the front, in order to avoid overloading the steering wheels, and 60 percent to the rear, where weight is transferred during acceleration. To balance this split, he would mount the engine in a center/rear position to give the right weight distribution. The result of his work would be the Peugeot 205 Turbo 16.

Of course, Peugeot sacrificed all to efficiency, with no concessions to passenger space or economy in construction or operation. The 205 Turbo 16 was a two-seater, built purely and simply to win rallies, while Audi was using rallies to prove the efficiency of a system that was applicable to its entire range. In order to homologate the 205 Turbo 16 for international competition, Peugeot had to build at least 200 of the 200-horsepower bolides. The Peugeot’s engine was mounted transversely, ahead of the rear axle, and the torque split could be varied from 25/75 to 45/ 55 by changing the pinions in an epicyclic differential.

This worked in the same fashion as a normal differential, but all its pinions revolved in the same plane. Engine torque was transmitted to the planetary gear carrier, and the planet gears engaged on a central sun gear and an internally-toothed crownwheel. The difference in torque output was dependent upon the difference in diameter between the central sun gear and the crownwheel. The differential was developed for Peugeot by FF Developments Ltd, formerly Harry Ferguson Research.

The Inconveniences of Four-Wheel Drive

The increased weight of a 4x4 system inflicts a penalty in terms of fuel economy. On the highway, where the influence of the extra weight is less noticeable, thanks to the reduced need for acceleration and deceleration, a four-wheel-drive car can show a marginal improvement in consumption unless it is driven at maximum speed. The reason for the improvement is that driven wheels exert a lower rolling resistance than those which are being pulled or pushed. At maximum speed, however, the mechanical losses inherent in the more complicated drive-line make themselves felt in terms of fuel consumption.

The disengagement of one set of driving wheels, a standard feature of most of the off-road sedans of the 1980s, gave little to no savings in fuel because the weight still had to be moved and the disconnected differential and drive shafts still continued to turn, being driven by the cars forward motion rather than directly by the engine. To counter this latter problem, early off-road designs usually incorporated a freewheel mechanism in the front hubs that worked when the drive was disconnected; but the weight, however, was still present.

Things changed rapidly over the next twenty years, and one manufacturer was to claim the high ground in 4WD technology, applying this to all models in their lineup (albeit re-branding it as All-Wheel Drive). Performance manufacturers soon realized the benefits of being able to put the power down on the road outweighed the weight penalty. Of course, the large true off-road vehicle evolved into an entirely different beast, the vast majority never venturing outside the city, and mainly spotted picking up the kids from school.



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Inspiration

Let us, then, be up and doing, with a heart for any fate; still achieving, still pursuing, Learn to labor and to wait
~ Henry Wadsworth Longfellow

Let us never negotiate out of fear. But let us never fear to negotiate. ~ John F. Kennedy

Dreams are true while they last, and do we not live in dreams?
~ Alfred, Lord Tennyson

The test and the use of man’s education is that he finds pleasure in the exercise of his mind. ~ Jacques Barzun

Only the educated are free. ~ Epictetus

In things pertaining to enthusiasm, no man is sane who does not know how to be insane on proper occasions.
~ Henry Ward Beecher

Facts about Giraffes

Giraffes and humans have the same number of bones in their neck.

Giraffe age can be calculated from its spots. The darker the spots, the older the giraffe.

A giraffe’s tongue is so long that it uses it to clean its ears. The color of the tongue is black. This is one of the weird animal facts about the giraffe.

They rarely lay down; they even sleep and give birth standing up.

Giraffes are the only animals born with horns.

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SPRING THINGS TO DO TO FIGHT OFF THE WINTER BLUES

by Mark Crisp



Hey folks, are you tired of the winter blues? I'm sure most of you are ready for the warmer weather so you can turn the page on winter. Well, here are a few ideas to get you started on some spring preparations.



Shed Hunting- With the snow levels dropping or even gone in some areas, it's a good time to hit the woods and find a few whitetail-shed antlers.



Here some tips to getting started. There are many variables on when you should start shed hunting. Weather, drop in testosterone, health of deer and nutrition are the main reasons that cause a deer to drop their antlers.



Extreme cold or snow can put a lot of stress on bucks and when that happens, it can slow down the animals and make them drop their antlers quicker.

Once the rut is over, testosterone levels in bucks start to decline. Testosterone levels decline and cells that are called osteoclasts (located at the base of each antler) absorb calcium, which creates pits that separate the antler from the pedicle.

In an ideal situation, with a healthy deer, available nutrition, and great weather, deer would shed their antlers at nearly the same time each year. However, this is never the case. If a deer is injured, the process is sped up because energy is diverted to other parts of the body instead of the antlers.



Fishing Gear- The warm fishing season is over, and you put up your rods and reels, tackle boxes and other gear you may use. Did you prep your gear for storage? Hopefully you did. Let's assume here now that you just put your gear in the garage, storage shed or basement. First priority is your rod and reels. Inspect your rods for abrasions, scratches or cracks. Then check your reel seat; does it tighten and loosen with ease. Check all your eyes to make sure the ferrules are still intact and not split.

Take your reels and check them for proper operation. Do they wind freely? Is there a gritty sound when you do? If they have any issues, you may have to open them up, and clean and re-lube them. Throw away your old line and get new. Old line will dry out and lose its flexibility. If your spools come off after winding new line, soak the spools with line in lukewarm water. This helps moisten the line and take the kinks out that always come with new line.

Lures must be checked for rusty hooks and cracks. I like to replace old treble hooks with new and sharpen all others. Empty and clean out your box and reorganize it. I see too many guys fighting with their tackle early season every year.

Boats have their own issues to deal with and would take a whole article by themselves, so we won't go into them now.



Morel Mushroom Hunting- Morel mushroom hunting is a fickle venture, but very rewarding if you get into a few good spots. They make the wild game you harvest taste even better when cooked properly.

They are the American mushroom as they are widespread and plentiful, easy to identify, and they come up in the spring, giving people a reason to get out and enjoy warm weather after a long winter. Morels live on the edge of forest areas around ash, aspen, elm, and oak trees. Early in the spring as the ground is warming, you'll find them on south-facing slopes in fairly open areas. As the season progresses, go deeper into the woods and onto north-facing slopes.



Well-drained, sandy soils around creek bottoms make good hunting spots. You'll find the first morels of the year when daytime highs reach the 60s and lows stay above 40 degrees. Morels often grow around dead and dying trees. Old apple orchards are good grounds to check. When a tree reaches the stage of decay where the bark is slipping off its trunk, you'll often find lots of morels around it.

In early season, the morels are small; as the season progresses, they get bigger and easier to spot.

If you doubt how good they are, try them. They garner up to \$20 a pound in some locations



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April things you will want to do before the riding season begins.

- Checking with your insurance agent to make sure your coverage is what you need, and to be covered when you are on your machine and carrying a passenger.
- Knowing the law regarding wearing a helmet or not.
- Making sure you're licensed with an endorsement, or risk having your machine towed in case you are stopped for a traffic violation.
- Going over your motorcycle and checking everything to make sure nothing is worn out so you can get it attended to before the riding season starts!
- Doing all you can to make your community aware of motorcycles. Get out yard signs and billboards at every imaginable spot you can think of to help make the general public aware of motorcycles. Go to your townships and city councils, and ask them to declare May as Motorcycle Awareness Month.
- To all those special Awareness Coordinators who are out there teaching classes to driver-education students, you will be making a difference in your communities by getting to the younger generation drivers. Remind them to pay better attention while driving and "Looking Twice To Save A Life—Motorcycles Are Everywhere".
- Safety is the key for everyone who rides. From taking a safety course to getting your endorsement, you will learn so much about motorcycles that you didn't realize. You can learn about handling, swerving and cautionary measures you can use to navigate on today's busy roads. Get in touch with Vince (ABATE President). He can help you out.
- Make sure you are up to date with your membership. Accidents do happen and you want to be eligible for your benefit from ABATE.
- Are you aware of what to do in case of an accident or fatality? Who are the accident scene management members and who should you contact? Please keep all the information in your machine so you can make the right decision when you need to.

Awareness has a special place in my heart and I want everyone to ride and be safe and to come home from a ride because I did all I could to improve motorcycle awareness to the general public. Enjoy the thrill and excitement of riding and all the good times you can have by being respectful and responsible. Try and participate in as many events as you can, along with your brothers and sisters in ABATE. You won't be disappointed!

Upcoming ABATE events:

April 7th Region 15: Bowling for Motorcyclists Rights - Tony 313-613-4703

April 8th Region 11: 22nd Annual Bowling for Dollars - Tiny 586-306-7146

May 5th Region 5: Spring Bash & Membership Drive - Ron 231-375-9553

May 5th Region 10: Membership Drive - Kim 989-750-8172

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

Hot Rod
State Awareness Director




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READERS RIDES

Fred Speer



Hi, My name is Fred Speer, and I live in Birch Run, Michigan. Some of you might know me as "Goat Man".

This is my 2001 Harley-Davidson Road King. I've owned it since 2001. It has an 117 cubic-inch motor, S & S kit, 590 Twin Cam Roller Rocker, 2 into 1 Fat Cat Exhaust, custom wheels, six-speed transmission, and more.

I bought a lot of parts from Bubba's Tri-city Cycles of Linwood. The alligator seat was done by Jay Backer at Superior Interiors. The paint was done by Bob Ramsey of Millington.



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APRIL 2018 THUNDER ROADS MAGAZINE MICHIGAN 41

IN THE SHOP WITH RON

SPRING AHEAD

No, this isn't an advertisement for daylight savings time. This month in the shop we're going to go through the procedures I use and recommend for getting the bikes out of storage and ready for the upcoming riding season. These are the procedures I use on our own personal bikes.

The first thing I do is remove the battery maintainer and check the motor oil and visually look the bike over for any obvious issues or problems. If all appears well, I like to start the bikes and allow them to get completely warm; if the weather allows, I prefer to ride the bikes for a few miles to allow the transmission and primary to get up to normal operating temperature. While completely warm, I drain the oil from all three cases. When draining oil, remove either the dip stick (transmission and crank case) or the derby cover (primary) before removing the drain plug. This allows oil to drain completely from the case. Once the oil is drained down for the most part, remove the oil filter. Don't be afraid to give it ample time to drain—oil moves slowly. This will help remove any condensation that may have formed during storage.



While the oil is draining, it's a good time to service the air filter. If you have a reusable filter, follow manufacturer's instructions for proper cleaning and/or oiling. If it's not a reusable filter, now is a time to determine if it needs to be cleaned or replaced. With

the air filter off, we can inspect the throttle cables, fuel hoses/fuel injector wiring, etc. for any cracks, splits, dry rot, and rodent damage.

Next, we can go to the primary side and adjust the clutch hub and cable. While the clutch cable is loose, I disconnect the cable from the clutch lever and lubricate the cable. They have a specialty tool just for this procedure that works very well. Depending on the year and model of the motorcycle, we need to check the tension on the primary chain and adjust if necessary. With the primary chain, and clutch hub and cable adjusted properly, we can reinstall the primary drain plug, inspection cover, and refill with the proper amount of oil (refer to manufacturer specs) and reinstall the derby cover.



Then we can replace the drain plug in the transmission and crank case, and refill.

Now I start from the bottom and check anything and everything I can think of. Look things over closely; check the tires for tread depth, uneven or excessive wear, check the side walls closely for any signs of excessive cracking or splitting. Look rims over closely; pot holes have a way of taking their toll. If you have spoked rims, check for bent, broken or missing spokes. With magnesium or chrome rims, check for damage corrosion or peeling/flaking chrome, especially around the sealing area. If all looks good, make sure tire pressure is correct. Now is a good time to check brake pads, front and rear. I like to lift the wheel off the ground and spin the tire and operate the respective front or rear brake; listen for any metal-on-metal sounds, squeaking, etc. And make sure the brake releases properly. Disc brake calipers have a tendency to get sticky during storage.

By Ron Johnson

As part of my normal maintenance schedule, I change brake fluid every other year. Brake fluid, by its very nature, absorbs moisture. When new, brake fluid is clear—the more moisture it absorbs, the darker it gets, which is why it needs to be changed on a semiannual basis.

Next on the list are the front forks. Check seals for leaks, tears, etc. Check the steering head bearings for excessive play or binding; with front wheel off the ground, turn the handlebars from full right to full left. As with brake fluid, I change my fork oil at least every other year.

Next, I like to check the rear shocks for leaks, worn bushings and proper air pressure (if they are air shocks.) Now we can check the drive belt and pulleys for missing or damaged teeth and splits, cracks, or signs of dry rot on the belt. We also need to check the drive belt for proper tension and alignment and adjust as necessary. Check all lights, turn signals, emergency flashers, brake lights, headlight, tail light. Check to be sure the brake light functions properly with either the front and/or rear brake individually.

Check the horn. Make sure the throttle operates smoothly and returns to idle properly. With all drain plugs and oil filter reinstalled and all cases filled with proper amount of oil, start the motorcycle and check for proper oil pressure and any leaks. Check battery cables for tightness and corrosion.

The only thing left to do at this point (unless I forgot something) is to detail the bike and that will be a subject for a future article.

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Ron



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Bullet Points



TAKE A BREATH BY RICK WYATT



February 14, 1929 is remembered in history for what became known as the “St. Valentine’s Day Massacre.” Quick overview: seven Irish gang bootleggers were gunned down inside a Chicago garage by two members of the Capone gang, wielding Thompson submachine guns, then aided in their escape by two men dressed as police officers. The sheer brutality of the act (crime pictures were published in the newspapers) created a never-before-seen public outcry against organized crime. This was the beginning of the end for Capone and his henchmen. Tragically, what happened this past Valentine’s Day at Marjory Stoneman Douglas High School in Parkland, Florida will forever eclipse the original Chicago event.

The echo of gunfire in the hallways of Douglas High had barely subsided when the first gun-grabbers found their way to a television camera or radio microphone to vilify the NRA and demand the repeal of the Second Amendment. Armed with the usual half-truths and outright lies, pundits and politicians alike flooded the airwaves with agenda-driven hype, with the sole intent of scaring people into a knee-jerk reaction to demand draconian restrictions on firearms. Placing the blame squarely on the shoulders of the four million of us who belong to the NRA, the screeching finger-pointers will go to any extreme to prove their point, no matter how false the premise may be. Example: the town hall held by CNN was a showcase of students handpicked for their point of view and fed scripted questions to solicit the responses from survivors the CNN editorial staff wanted. The audience was rounded out by hard-core leftists who screamed obscenities and made threats against Dana Loesch and Sen. Marco Rubio, who had agreed to participate in what they thought was an open forum. Most disgusting was the conduct of Scott Israel, Broward County sheriff, who railed on the NRA and gun control, even though it was his own department who had failed to enforce laws which would have kept the shooter from purchasing his firearm. What good is another law going to do when the +20,000 laws on the books now are not enforced? Enforcement must come from the top down, and for the last eight years the focus was on finding big “gotcha” moments to build anti-gun sentiment, rather than toil over the daily grunt work which takes illegal guns off the street and keeps citizens safe.

Following mass tragedy, the hyperbole birds start crowing about how these crimes only happen in our country. In actuality, “spree killings” (as they are referred to in Europe) are not that uncommon—even in countries which enforce strict gun control. We don’t

hear about it on this side of the ocean because it does not fit the American media narrative. The EU has a policy setting specific body count criteria before a crime is called a “spree killing,” and by keeping a tight rein on reporting and fudging statistics, European leaders claim an illusion of moral superiority over the US. Know this: the wave of violence in our streets is sweeping the entire world and we are one of the very few countries empowered at our founding with an absolute right to fight back!

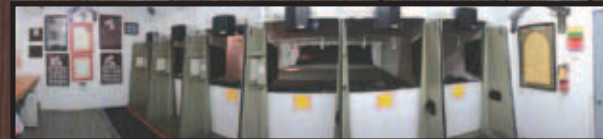
Fighting back—that is the real issue. Unfortunately, Joe and Jane Lunchbox don’t know (or care) that we are a short distance away from being overtaken by a police state. When a political agenda uses the powers of government to spy on private citizens to control an election, or uses agencies of that same government to stifle free speech, the jackbooted thugs can’t be far behind. The founding fathers purposely crafted the Second Amendment as a bulwark against the tyranny of an overreaching central government. I believe it was never intended for any level of government to define what firearms and munitions citizens could own. What part of “the right of the people to keep and bear Arms, shall not be infringed” doesn’t our government understand? Or maybe it understands too well that an informed and armed citizenry stands in the way of the “new world order” being pushed on us.

The young people you see demanding more gun control can be forgiven. They are acting on what they have been taught. But the supposed adults in the room—the ideologists with their steel-trapped minds—they are the face of the problem because they believe that a big smile and a wave of the big government magic wand will make all the bad stuff go away. Gun control evokes strong emotions from both sides, and we must be careful not to allow ourselves to be governed based on feelings rather than cold hard evidence. Government creates blanket solutions for Band-Aid problems, rights, and freedom in the process. Anybody, especially politicians, demanding an assault weapon ban better be able to define what an “assault weapon” is, beyond big and scary weapons of war. The military has defined “assault weapons,” and unless a firearm has a select-fire switch making it capable of either semi-automatic fire or full automatic fire, IT IS NOT AN “ASSAULT WEAPON!”

Bottom line: take a breath, don’t get caught up in the emotions of the moment, and think about the freedoms you stand to lose if the pro-gun control advocates win!



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2 Bucks at Once

Every year I put a lot of time into scouting for deer. I like to pattern certain ones. Bow season was coming, and I had my eye on an eight-point—I called him “Moose.” I put my tree stand up on the deer trail where I saw him the most.

I had different tree stands in different locations where I hunted. Also, the way the wind blows is very important to getting close to a deer, and if the wind is blowing the wrong way, I won’t hunt it.

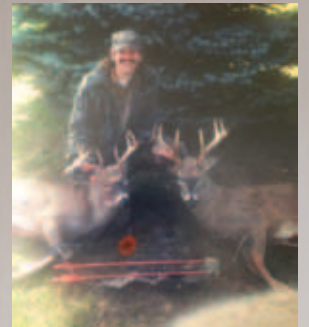
Finally the season started. On October 8, I got to my stand in the morning. I was carrying two arrows with me. Daylight was approaching and the sun was coming up; meanwhile, I had two raccoons fighting and making so much noise I thought I had wasted my time coming to this stand. Despite my urge to shoot them, I restrained myself. Finally they left.

It was around eight a.m. when I looked around the tree and saw “Moose” strutting down the trail, just like he owned the woods. He stopped broadside of me. I blew an arrow right through him and stuck it right in the ground. He kicked up and ran straight away from me. This was what I’d been waiting for! Still sitting in my stand, I heard a snap of a limb behind me. I looked up and I saw another eight-point buck coming down the trail. I put my second arrow in my bow and as he got closer he walked up and sniffed the arrow. I pulled back my bow, and shot the arrow right through him. He took off running in the opposite direction of “Moose.”

I’m still sitting in my stand, looking down at two arrows stuck in the ground, and I am thinking this is a HIGH you cannot buy. I got down and got on the blood trail of the first one; while I was following the trail, I found a drop antler from a previous year. Proceeding down the trail, I could see my buck right away; I tagged him and went looking for the second one. Changed directions, and found deer #2.

In Michigan, you only get two buck tags. I filled both tags October 8 around 8:00 a.m. with two nice eight-points.

“Get outdoors if you can; it’s a great place to be. This is Michigan! It doesn’t get any better than this.”



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