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ON THE COVER:

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FROM THE COITOR

Did riding season end for anyone this year? Not for us. We have been pumped all winter long. The riding this winter has been plentiful unlike previous years where you sit inside waiting for that one day the sun creeps out just long enough to get in a quick ride to the local dealership or your favorite watering hole to gain that once of sanity back. So now that spring is in the air and the "Riding Season" is upon us. Be sure to follow us on our website for all the upcoming local events. www.thunderroadsmidatlantic.com. We have all the information you will need to plan your season as we update our calendars weekly with new rides and rallies. Please feel free to submit your event to be listed on the site as well free of charge. Just go to the web page events tab and click the submit your event tab. We will get it up on the site asap.

We would also like to invite all of you to join us this year, as we will be hosting Rolling Bike Nights throughout the Mid-Atlantic. We will be announcing each month starting in April, 2-3 locations we will be hosting at. So now you all have a personal invite and another reason to get out and ride. Thunder Roads® Mid-Atlantic Rolling Bike Nights is sponsored by Rider Insurance. If you have not gotten a

quote from Rider Insurance, then you are losing money. www.Rider.com

Every month we bring top notch content and this month is no different. Follow the Road Captain as he makes his way to the Timonium Motorcycle Show, and Leon from Throttle Life takes a Road Trip: Harley-Davidson Vehicle Operations York, PA. let us not forget Preacher Gordon Bacon spreading the good word each month as well as several other great features. So be sure to follow us on line at www.ThunderRoadsMidAtlantic.com where you can find everything that matters in the motorcycle community for the Mid-Atlantic area.

The Road Crew here at Thunder Roads® Mid-Atlantic, also work very hard at keeping you up to date with all the local events happening in your area. So, remember to submit your events and photos to BigCity@BigCityRhino.com. Not only do we cover them, but you will see us out and about more than any of our competitors. We don't just sell the lifestyle, we live it!

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RAIN OR SHINE

BIG CITY'S TWO-WHEEL TESTAMENT

Responsibilities

(Galatians 6:5)

You must each accept the responsibilities that are yours.

Already the bikes are out and about. This weather has been quite agreeable for riders here lately. It's a welcomed feeling to be able to go out and ride..

With the freedom to get out and enjoy these warm days we're having comes the responsibility to others and to ourselves out on the highways.

You're responsible to have your bikes in good condition before heading out on the highway. Not only are you responsible for your equipment you're also responsible for yourself.

Are you in good enough condition to get on or in the equipment you're riding?

You owe it to your family and other motorists not to mention yourself to be able to say YES, truthfully.

Just recently there have been a number of incidence where the operators of vehicles were not in the condition to be operating any type of vehicle. Sadly some ended fatally.

It's not my intention to be negative in this article but I have a Responsibility to you the reader and to myself as a preacher to say these things.

Don't get angry with me but please take to heart once again these words of encouragement for you



to have the most pleasurable and safe riding seasons ever. You owe it to yourself if no one else to be responsible for yourself. Check your equipment and yourself before heading out on the highway.

I look forward to seeing many of you out and about this year and hope to enjoy another year of great riding and fun with you.

Just remember the scripture at the top, (Galatians 6:5) You must each accept the responsibilities that are yours.

Lord, I pray for all who read this that they will take to heart their responsibility to do what is proper before they set out on the highways this riding season. I pray your blessing on each and everyone. Lord impress upon them the importance of their responsibilities when riding their bikes or cages(automobiles) this year and always.

Now bless us and watch over us by setting angles around and about us to protect and to keep us all safe from any harm or danger. I pray this in the name of Jesus. Amen



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FROM ACROSS THE POND

"THE WORLD'S LARGEST MOTORCYCLE AUCTION"

BY ANDY TALLONE

Classic-British-Motorcycles.com



Mecum auctioned nearly 1,000 bikes in their usual raucous, high-energy, rapid-fire style over 3-1/2 days.

While the collector car industry has many major auctions throughout the year, in the classic motorcycle biz, there is really only one big one: Las Vegas Auction Week. Billed as "The World's Largest Motorcycle Auction", it used to be called the MidAmerica Auction, when that family-run auction house was the only one in Vegas, having established it as THE place to buy or sell classic bikes. MidAmerica started in Vegas in 1990 and came with hundreds of motorcycles every January since, with later auctions stretching out to 3 days and 700 bikes. The gettin' in Vegas was so good that it attracted other auction houses, including Bonhams, RM Auctions and now Mecum to cash in on the crowds the MidAmerica auction was drawing. In 2011, there were 3 auctions competing against one another during the same 3 days. In fact, the competition between MidAmerica's 3-day sale and RM's 3-day sale was so intense that it got a little ugly that year. Sometime after that, the owners of MidAmerica decided to sell their business to classic car auction giant Mecum Auctions, who has been running it ever since. RM went home, so now its Mecum with a 4-day sale, against Bonhams' 1-day sale.



Bonhams ran almost 200 bikes through in one day, in true British-style.

This year, Mecum had nearly 1,000 bikes, in a 4-day auction that ran from Wednesday, January 25 through Saturday, January 28, at the South Point Hotel & Casino (as usual). And as usual, we stayed at the South Point, which means we shared elevators, restaurants and gaming tables with other bike nuts like ourselves. A nice bonus. Add to this another 200-or-so bikes at the Bonhams Auction in a 1-day sale on Thursday, across town at the Rio. It was quite a week, whether you were buying or selling, or like me...just looking. Or rather, taking pictures...lots and lots of pictures. Of British bikes, did I mention British bikes?



This was just two of six rows of bikes in this room alone, and there was another room like this!

Mecum's is a classic fast-paced, high-energy American-style auction with the auctioneer rattling off bids like a machine gun, and ringmen jumping up and down screaming and waving their arms to relay bids from the audience. It's a lot of fun to watch, but hard to imagine them keeping up this pace for 3-1/2 solid days. Yet if you've ever seen a Mecum classic car auction on TV, you know that they never let up. In stark contrast is Bonhams' very-English style sale. In no apparent hurry to get out the bids, it sounds more like a stuffy art auction you see in the movies. The auctioneer takes his time with each bid, repeating it several times slowly, speaking in measured tones, pausing to give everyone time, and all with that very formal British accent. Obviously, it's tougher to achieve that razor-edge buying frenzy when you're speaking so slowly, but somehow they pull it off, every year. After all, Bonhams is the world's oldest auction house, having started in 1793, so they know a thing or two.



This 1965 BSA A65 Lightning sold for just \$7,750.

Funny thing about Bonhams this year, though. They moved from the Imperial Palace to this new venue at the Rio, which appears to be too small for this event. To offset this, they packed the bikes in too closely together, then hired a crack team of black-jacketed security zealots to keep everyone away from the bikes, so that they wouldn't get bumped. Ever heard of an auction where the bidders are not allowed to view the inventory? It was a little crazy, and many bidders seemed to be very put off by it. There was a total disconnect between the auction company, who just wanted to sell all these bikes, and the security people, who thought it was their job to shield them. And some of them weren't very nice about it. I'm sure Bonhams will feel the sting in their results, and will likely change to a larger venue next year, and hopefully a much nicer security team!.



**This was one of five '79 Bonneville Specials at Mecums.
This one sold for \$13,000.**

Both auctions hit some stellar sales numbers, and as usual the pattern seems to be that the high-dollar stuff goes for crazy money, the lower bargain-basement bikes go pretty cheap (sometimes), and everything else is all over the board. As an example, there were five 1979 Triumph T140D Bonneville Specials. They all looked pretty much the same (all T140Ds are painted black with gold pinstriping). One sold for \$3,000, another for \$13,000 with the others in the middle somewhere. How can you account for that? It's the magic of the auction. In that way, it's like sports: You never know what's going to happen.



This 1949 Vincent Black Shadow sold for \$110,000.

The high-dollar bikes as usual were the very old stuff, things like 4-cylinder Hendersons (the top 3 bikes were all Hendersons, with a 1912 selling for \$490,000 at Mecums), old Indians, especially Indian Fours (top sale at Mecum was \$90,000), tons of old Harleys, and a few, very few, high-end British bikes. Two of the most valuable British collector motorcycles today are the Vincent Black Shadow (Mecum's top sale was \$110,000), and the Brough-Superior (the bike that Lawrence of Arabia rode). No Broughs this year, but boatloads of Vincents.



**This 1954 Triumph 6T Thunderbird bid to \$22,000
but failed to meet the seller's reserve.**

I attend these auctions every year, and I have been noticing a general trend away from classic British bikes, as more Japanese bikes achieve classic status. It makes perfect sense; the same thing happens in the classic car biz (I'm also into classic cars). It's widely known that car buffs will have a special love for a certain group or age of cars

that were cool when they were young, and they'll carry that affection through their entire lives, driving those markets. When I first got into cars, there were still plenty of guys

into Model T Fords, Model As, flathead V8s, and other prewar stuff, the cars they grew

up with. As time went on, those guys got old and so the market for, and the value of, those cars declined. The next crop of car enthusiasts was already in control, and they were into postwar 40s and 50s cars. They rose and fell too, then the next batch came up, guys like me, who were into Tri-Five Chevy's and 60s muscle cars.

continued...



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We too are now reaching that age, and cars from the 70s and 80s are gaining popularity as a result.

After that, it could be Turbo Rice Rockets, and then...who knows? Classic electric cars maybe. The same thing is happening to motorcycles. All the old guys who grew up with Brit bikes, when they were just about the only thing to ride, are now retiring. The people buying classic bikes today came up after the Brit bike guys. These new guys grew up on Honda 350s and Yamaha 250 enduros. I was right on the cusp of that, growing up.



1967 BSA A50 Road Racer, it failed to sell.

Who knows what will come after these new guys gray, but for now, Japanese bikes are hot! Out of the nearly 1,000 bikes that ran through Mecum's auction in 3-1/2 days, fully 37% were Japanese bikes, followed by American bike at 28%, then British bikes falling to just 21%, trailed by European bikes at 14%. There was a time, not too many years ago, when the biggest chunk of bikes sold were old Brit bikes. Time marches on...



You can buy anything in Vegas. Evel Knievel rode the "Stratocycle" in the movie "Viva Knievel". It bid to \$50,000 but didn't sell. It's a '76 Sportster underneath.

In the end, even if you're not looking to buy or sell a motorcycle, this weeklong event (counting the run-up and cool-down) is like the world's largest motorcycle show.

Strolling down aisle after aisle of gorgeous bikes is like taking a trip through time, finding the one you used to own, or always wanted, or that your buddy had. And there's lots of other cool stuff there too, not just bikes. Vendors and auction sellers alike offer a wide range of hard-to-find, or never-seen-before items. It's like a fire sale, a candy store, and a time machine all rolled into one. And to top it all off, it's in Las Vegas! Don't miss the next one.

Get the whole story at www.classic-british-motorcycles.com



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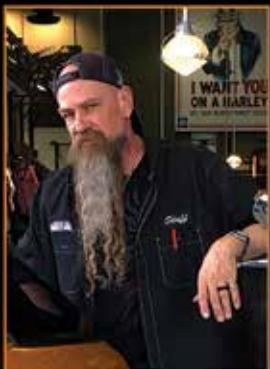
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K.I.S.S. IN THE KITCHEN

KEEP IT SIMPLE SWEETIE



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

I have chosen this name for our monthly recipe page, as that was what my mother, rest her soul, always used to say when I would assist her in the kitchen.

Mom was an avid supporter of the K.I.S.S. (KEEP IT SIMPLE SWEETIE) method of cooking. I now, more than ever, truly appreciate her philosophy of always taking shortcuts where you can, as long as your ultimate outcome is that of down home, labor of love cooking.

IRISH SHEPHERD'S PIE

- 3 Tubs of Bob Evans Premade Mashed Potatoes;
- 2 Traditional Style, 1 Sour Cream & Chives
- 1 Bag of Frozen Carrots, Peas & Pearl Onions
- 1 Bag of Frozen Sweet Kernel Corn
- 1 Lb. of Ground Chuck
- 1 Lb. of Applewood Bacon
- 1 Small Tub of Whipped Philly Cream Cheese
- Palmful of Cumin, Parsley, Smoked Paprika
- Salt & Pepper to Taste
- 1 Large Bag of Shredded Cheddar Cheese

In a large cast iron skillet, brown off your ground beef and let it cook really well on one side to get that beautiful caramelization color. Add your dry spices to meat while cooking. When I have to do big batches of bacon I do on a large cookie sheet w/ a rack and put in oven at 475 degrees for 20 minutes and you don't even have to flip and they come out nice and crispy. Drain on paper towels and then chop in larger pieces. Drain ground chuck and set aside. Let skillet cool and mix your potatoes all together along w/ cream cheese to blend flavors. Lay down a layer on bottom of skillet, then alternate with all your other ingredients, but ending up with potatoes on top and cheese throughout but also the layer under the top layer of potatoes, put your corn and veggies as combined layers. Put skillet into pre-heated 360 degrees oven and cook for 40 minutes, use spray butter over top of potatoes to brown up nice and even. Remove and sprinkle green scallions over top. This is truly a One Pot Wonder and so easy to make but tastes like it took hours. Feel free to add other dried spices to ground chuck when cooking; a touch of nutmeg, a sprinkle of cinnamon, get creative and have fun.

IRISH POTATO PANCAKES

- 1 Tub of Bob Evans Premade Mashed Potatoes
- 1 Cup of Half & Half Cream
- 1/4 Cup of Flour
- 2 Lemons; zested and divided equally
- 1/4 Cup of Chives; dried is fine; just rub together between fingers to freshen them up before adding
- 1 tsp. baking powder
- 1 large egg; beaten
- 1 Cup of Bailey's Irish Cream Liquor
- Salt & Pepper to taste

Add milk and flour and mash until smooth. Add the zest of one lemon, 2 Tbls. of chives, baking powder and egg; stir to combine along w/ salt & pepper.

In a separate bowl combine the Bailey's Irish Creme, chives and zest of other lemon. Stir to combine all. This is going to be your sauce to top Irish pancakes.

Use a ladle as you would regular pancakes and spoon onto a griddle or cast iron skillet or quality non-stick skillet. Let brown up nice, remove from skillet, slather with Irish butter (in any grocery next to regular butter) and then pour over the Irish Cream like syrup. Magically Delicious!

TRADITIONAL IRISH COFFEE

- 1 Cup of Freshly Brewed Hot Coffee
 - 1 Tbls. of Brown Sugar Added to Coffee
 - 1 Shot of Authentic Irish Whiskey; stir to mix
- Take a teaspoon, flip it over and pour Bailey's Irish Cream Liquor over top, gently to float on top
- Top w/ spoonfuls of whipped cream either from a can and sprayed into a bowl or homemade.
- Sprinkle top w/ cinnamon for garnish.
- Drink up Lassies & Laddies. So warm & comforting.

HAPPY ST. PATTY'S DAY, BIKERS!





BY JOYCE ELAINE

DIARY OF A BIKER CHIC

February 13, 2017

Well, I got my bike back, again, about a week ago. I was told that the bike is not leaking anymore. Last Tuesday was a really nice day – somewhat sunny, 65 – 70 degrees, and I had the evening off. By the time I got off work, got home, and got geared up, it was already close to 5:00. That was okay, though, because I still had some time before it got dark. I love days like that during the winter time when it's warm enough that you don't need your heated gear. I have not used my heated gear once this winter but that's just because I haven't really had my bike that much this winter. I got lucky that it was so nice out on my evening off. I threw on the leather (because it's still chilly in the wind), started the bike up, and took off.

I have to say that the bike was purring like a kitten! It was riding great! This didn't fool me though because the last two times I got it back, it was riding great but it still had an oil leak. In fact, the last time I got it back, it was even leaking antifreeze, which I didn't realize until the truck came to pick it up for me. I decided not to worry about whether it was leaking or not in that moment and just enjoy the time I was finally having with it. Since I knew it was going to get darker sooner rather than later, and I didn't know how the bike was going to ride, I stayed close to home. Close to home is not a bad deal for me because there are tons of nice back roads for me to scoot around on.

I took my usual route that I take when I don't have much time to ride and was happy that my leather was keeping me warm enough but not so much to where I was sweating. I was actually very comfortable. I saw many bikes on this ride. I only wish that I had more time to ride around on that day. It really was the perfect winter day out. If every day in winter was that pleasant, then I wouldn't hate winter time so much! As I was riding and it was getting later, I realized that the moon, a full moon, was already out. That's the great thing about riding: you see things that you wouldn't otherwise see. If I didn't have my bike, I would have been at home, relaxing. Because I had my bike back, I took it out, and got to witness a full moon in a somewhat light sky. I had to pull over to get a picture.



The worst part about this time of year is that it gets dark way too early and after I reached about thirty miles, it was already dark enough for me to lose my motivation to ride. It was also starting to get chilly. Maybe if I had brought the heated gear I would have stayed out for a while longer but the truth is, I hate my heated gear. It keeps me warm and I do appreciate that, but the pants are too baggy, the gloves burn my hands, and I feel confined with the wire that is hooked up onto the battery. I don't want to wear my heated gear unless I have no choice.

As I parked the bike, it was already dark out. I'm grateful for that little 30 miles that I had because it's better than none. I pulled the bike out four days later and was happy to see that there was no leak underneath my bike. I'm still not holding my breath though. I've been through this before. The second time I had to take the bike back to the shop, I had rode it first for only about 25 – 30 miles and there was no leak. When I took it out the following weekend for a longer trip, it was leaking afterwards. So, I'm keeping my fingers crossed but not holding my breath. I'm just hoping for no more trips to the shop because if it is still leaking after this time, I don't think there is much point in taking it back. By the time you read this we will be a few weeks away from the first day of spring...I'm hoping I get to ride in the spring and not suffer from P.M.S.!

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- **Ride so you are seen.** There is no one safe place to ride. Use lane positioning to be seen. Ride with your headlight on and consider using a modulating headlight.
- **Give yourself space and time to react.** Allow space for emergency braking or for avoiding a crash. Make your lane moves gradually.
- **Signal your intentions.** Signal before changing lanes. Avoid weaving between lanes. Flash your brake light when you are slowing down and before stopping.
- **Be courteous and respect other road users.** Being courteous, non-aggressive and cooperative can go a long way in reducing crashes.



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We are now in the thick of what we do best, LOBBYING! The members of ABATE of Maryland have been hard at work to get our bills we are working in the hands of solid sponsors. Delegate Curt Anderson has agreed to sponsor our helmet law modification bill hb1410, which will only be presented in the House. If passed, this bill would allow a rider that is 21 or older, with two years of experience, or completion of an approved motorcycle safety course the choice of whether or not to wear a helmet. Delegate Anderson did an excellent job in presenting the anti-profiling bill and we look forward to working with him on this bill.

Senator Wayne Norman has agreed to sponsor the Handlebar height increase bill sb668. We are asking for an increase in the allowed handlebar height from 15 to 20 inches above the lowest part of the operators seat. To date we have received confirmations from the Maryland State Police and the Motor Vehicles Administration that they will not oppose this bill.

Delegate David Fraser- Hidalgo submitted a must appear bill hb329 (similar to our bill that would increase our current right away penalties) last year and is submitting it again this year. We have told the delegate that we will actively lobby his bill and will actively carry the blue back around to get co-sponsors.

For more information on these bills and hearing dates, please check the ABATE of Maryland website at www.abateofmd.org.

As you can see we have been busy at the jump and can use all the help that we can get. Remember ABATE is a Legislative organization; why not get involved.

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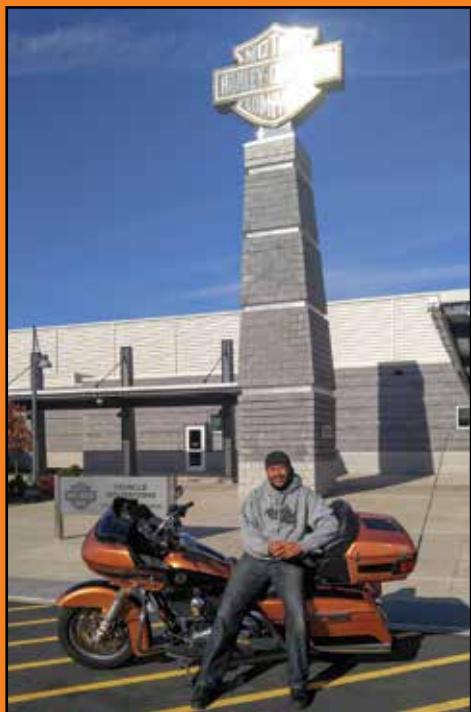


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THROTTLE LIFE

ROAD TRIP: HARLEY-DAVIDSON VEHICLE OPERATIONS YORK, PA



By: Leon L. Brittain

It's no secret Harley-Davidson (H-D) has a cult-like following like no other motorcycle manufacturer or brand in the industry. I'd even argue like no other brand in any industry. One reason is the visceral outreach to their various markets from the Iron Elite, Harlistas, Soldier Stories, Wounded Warrior Projects, female rides and least I mention the opportunity to take a walk in history via their world-class Museum in Milwaukee.

In addition to these outreach efforts, Harley-Davidson invites the public to get a first-hand look at the production of their two- and three-wheel dream machines via their guided Vehicle Operations Plant tours in York, PA. Two levels of tours are offered; the behind-the-scenes Steel Toe Tour and the Free Factory Tour, both with a 10 minute history video of this iconic brand.

The Steel Toe Tour (\$35) is offered twice daily at 9:30 am and 12 pm Monday thru Friday. This tour allows you to get up close and personal with the Softail, Touring, Trike and CVO model families. You'll also get to witness the manufacturing of fuel tanks, frames, and fenders, along with access to 'employee-only' areas in paint and polish as well as access to previously restricted behind-the-scenes areas.

Several years ago I had the pleasure of attending the Steel Toe Tour as part of a media outreach trip. This time around I wanted to experience the tour simply as a fan and owner, so I opted for the

Free Factory Tour offered Monday thru Friday 9 am thru 2 pm.

Don't let the word "free" mislead you into thinking this a basic bare minimum experience. While the Steel Toe Tour does offer additional experiences as employee-only areas, the free tour is full of info, history and trivia while taking you on an approximately ½ mile step inside one of the most efficient operations centers in existence.

You will get a chance to witness H-D's rigorous quality assurance process, watch as automated robotic arms cut and weld with orchestrated precision and fluid movement in the build of Softails, Hardtails, Trikes, and Touring models. Inside this massive facility of efficiency you'll get a chance to witness an astounding assembly process where fuel tanks, fenders, wheels, frames, powder coating and more come together to build these machines that are not only shipped throughout the country, but worldwide with Australia being the top importer with Japan following second.

Yes, the Vehicle Operations Plant operates with precision and efficiency where everything that can be recycled is and waste greatly minimized with only stocking three hours of supplies. However, there beats a heart within personified with "colors" representing the branches of our military along with a larger-than-life American flag proudly declaring made-in-America.

Whether you're an H-D owner or fan of the brand, this experience you don't want to miss.

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BAMBINO: Do you like my name? I hope so because I think Bambino is a pretty cool name. When you see me in my run I'm pretty low key and mellow, usually just chilling on my bed. But don't let that fool you because once I'm out of my run my playful and active side emerges. I love to run

and jump and get loads of attention. If you are looking for a loyal and dedicated companion who you will bring much love and excitement to your life, then come to BHS and ask to see me, Bambino!



DUKE: Looking for a super sweet, big guy with a big heart? Then say hello to me, I'm Duke! I am such a happy go lucky dog. I enjoy lounging around on couches, getting belly rubs, and going for long walks. I have a beautiful smile that I'm hoping will warm your heart. I'm a

pretty smart guy and know lots of commands - sit, down, roll over, left paw, right paw, speak, stay, come.. I pretty much know everything! I have done play groups here at the shelter with dogs of my size and have done well! I must admit, I'm not quite comfortable around children so I must go to an 18+ household. I love people, giving kisses, and treats. Swing by the Baltimore Humane Society and ask for me!



OREO: Hey there, everyone! I'm Oreo, a fun loving and playful gal in need of a forever home. Energetic, happy, and lovable are just a few words to describe me. I love long walks, belly rubs and running around in the play yard. I also love playing with toys that squeak and being with people who won't

mind me giving them kisses. In my previous home I lived with kids, cats and a dog.



RUPERT:

Just call me refined Rupert if you like; it's fine with me. I am a quiet and low key senior sweetie who just needs a loving home where I can spend the rest of my golden years. You can pick me up and carry me around if you feel the need, or we could

just spend the day lounging around on the couch or on the deck, whatever you like. As long as I have a big comfy dog bed that I can sleep in at night to get my beauty sleep, my life will be complete. And as long as I am loved by my new family, I will feel lucky and rewarded. In my previous home I was around children. It will brighten your day if you adopt a senior pet, trust me.

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RIDE TO THE BIKE SHOW

It all began with an email from Mike "Rhino" Ryan, editor of Thunder Roads® Mid-Atlantic, inviting Rose and I to the Timonium Bike Show. Arrangements for lodging were also included at a nearby hotel. We had been tossing around the idea, so when we saw this, it was a no brainer. Even with rain in the forecast on the return trip, we were looking forward to going. I asked Rose before we left, "Are you sure you still want to ride?" She said, "Of course!", as usual. She can "Cowboy Up" with the best of them:)

Saturday was splendid. We soon found ourselves in mostly sunny conditions, with temps in the lower 70s after a 32 degree start. I elected for Rt. 340 north, a road that used to be part of our Skyline Drive loops when we lived in that area. Reminiscent, were the views of the many train trestles, glimpses of the South Fork of the Shenandoah River, and the exposed portions of "Old Blue" high above in the Blue Ridge Mountains. Not so much, was the mass exodus-like crossing of the sister forks north of Front Royal on a Saturday afternoon.

ROAD CAPTAIN'S REPORT



Talladega Restart in Harpers Ferry



Cooters New Spot in Luray VA



Shenandoah Virginia

We stopped at a gas station in Waterloo and stowed our heated liners. The Lone Oak Tavern, across the street, had its worthy complement of bikes in the parking lot for lunch. It's always nice to see a wall of chrome somewhere in February.

Approaching Harpers Ferry on this Saturday was a bit of a challenge. With intersections, just about everywhere and traffic vying for the quicker lane, getting cut off was getting old. Captain Picard would have ordered shields to full, if he had any. However, Shenny did have Daymakers and Magna Flows, both of which were set on stun, for the cager's visual and audio enjoyment, until we crossed into Maryland.

One of the many notable things about riding here, in

addition to seeing the confluence of the Potomac and Shenandoah Rivers, and all the historical landmarks, is being in three different states in a matter of a couple minutes. Also, notable, was the temperature dropping back down in the 50s as soon as we crossed the bridge. We had vectored on I-70 near Frederick in the interest of time, while the thermometer on the info screen continued to drop. Cruising at 70+ mph brought a bit of a chill, so we bailed in Mount Airy for gas and put our vaginal liners back on.

We arrived at our hotel an hour later. Our good friends, Mike and Cathy, were keeping a booth warm for us at the Chili's next door. They drove up in the Uber Command Module, otherwise known as: Fox-Oscar-Romeo-Delta-Fox-One-Five-Zero, that would strategically place us at the show and subsequent targets for the rest of the evening.

The four of us arrived at the fairgrounds. The parking lot was pretty full, but we managed to find a spot fairly quickly. There was a fair amount of bikes in the parking lot, (I can't stop typing fair!), including a Led Zeppelin themed Street Glide, which for me, was one of the coolest bikes I saw in the entire show.



Inside, the building was buzzing with enthusiasts milling about checking out all of the bikes, displays and vendor areas. We found the "Big Stage" where Mike greeted and introduced us to his staff. He also hooked our friends up with some T-shirts. The back wall of the stage was rigged with large TVs scrolling custom made slides highlighting TRMA. Rose and I were quite surprised to see one featuring our Road Captain's Report, depicting shots of Shenny and some of the places we had been. After getting a pic with Mike and all of us on stage, we said our thank you's and continued our

biker browsing. Rose and I were quite overwhelmed and very thankful for the warm welcome and hospitality Mike and his staff provided. It will not soon be forgotten.

Bags in tow, after scoring some much-needed new helmets, it didn't take us long to find the MOTODISCOVERY booth, where we met and chatted with its founder, Skip Mascorro. He told us about the tours they provide all over the world, along with some personal memories and highlights from a few of them. I couldn't resist the opportunity for a photo opp. Skip and his endearing smile and personality, were all too willing to oblige. Anyone interested in motorcycle memories of a lifetime can find more info here: www.motodiscovery.com.

The rest of the evening was spent sipping suds at An Poitin Stil listening and dancing to some over the top, funk and rock from the Gordon Michaels Band. Having grown up listening to Rush, I really enjoyed the drummer's chops which ignited their interpretations of some well known tunes. Stumbling on places like this after a long day of riding has become somewhat of a rare art form.

The Sunday ride home was wet, as we knew it would be. Just as it was in Cape North, Nova Scotia on the Cabot Trail last September, temps were in the lower 40s with a steady rain. I really couldn't fault anyone for not wanting to ride in



With Skip at the
MOTODISCOVERY Booth

this. Our gear ensured we were warm and dry, and I was able to maintain my "Sea Legs" currency rating. But I need to pay more attention to those pesky, painted white arrows in the intersections, that feel more like ice in the rain. PHEW!

We took the opportunity to dry off and warm up at Paisano's Italian Restaurant in Woodstock, VA. The food was really good and the music fit nicely with the atmosphere. Dean Martin's "Volare" reminded me of a time long ago, when my folks used to let me stay up late and watch the celebrity roasts. Little did they know; Foster Brooks would become my role model:)

I remember, at that age, always having a bicycle. And when my folks would allow, I would ride to the playground at the top of the hill, where I went to school; as long as I was home before dark. Back then, as it is now, bikes were a way out of my confinement and boredom. It was also a social catalyst for kids my age, enabling us to interact with others, while helping us find a unique identity that distinguished each of us from the pack. Before long, I would ride to other playgrounds, and then new places, like the mall, and venture further and further from home, with new friends I'd met. It was all about the bike. And in addition to it being a recreational and social fix, it had become an obsession. Not much has changed, except, I don't have to be home before dark anymore.

Cheers and thanks for reading!

Marc Ritchie

Photos by Rose Grant



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Hangover Hare Scramble 2017 (#HHS2017)

Wicomico Motorsports Park - Charlotte Hall, MD

January 15, 2017

By: BrappMag.com



Our second year of the HHS is in the books! Over 500 stakes, 20,000 feet of ribbon and what seemed like endless packs of red arrows lined this years course...

Once again we had multiple volunteers - true blue enthusiasts of the sport that were eager to lend a hand and I am humbled by the time and efforts they put into being there for the racers throughout the day! It amazes me how the off-road community is like an extended family and we are always there for each other which is what makes it all possible. We are not a club - we are just a couple that loves to ride and race so we truly appreciate the many people that come together for us on race day.

The history of the Hangover Hare Scramble race is peppered with its bad weather...it is held in the Mid-Atlantic Region in January which is a mixed bag - you truly never know what you will get. That said - we have wanted to keep it a "Rain or Shine" event... "Rain or Shine" however extreme weather in the form of 25 mph winds gusts and single digit wind chills coupled by snow and ice on the ground as well as horrid travel conditions seemed like a good reason to postpone.

The overall consensus from the racers was that it was a great decision - especially since the following weekend would be wide open sunshine and 40 degree temps! During the week leading up to our new date we had high winds and sunshine which was doing a great job of drying things out but unfortunately the rain came and did its work on the course the day before the event.

Billy tried to open up many option lines out on the course and kept it interesting for some of the more advanced riders with the infamous Creek Jump as well as more advanced "hot-lines" yet always having the easier options keeping the novice rider in mind as well.



28 youth racers hit the course at Wicomico.

A Few Race Highlights:

I'm always amazed by the Micro Class - these moto-kids on their tiny bikes with their tiny tires out there in the thick of it - usually at the coldest part of the day with the first tracks on the course...They are certainly tough and don't get in their way because they are out there doing big things! Congrats go to Travis Latham who took home the WIN and a certificate from Berts Restaurant for a yummy pizza...he was followed by Noah Foster and Jacob Fitzgerald who received some ice cream sundae certificates with their awards!

In the Youth Race we had Riley Knapp getting the Hole-shot in our Trail Bike class which scored him some Fly Bucks...way to go Riley! We had a few first timers out there which is always cool to know - what a race to do for your first time...these kids learned a lot I'm sure! It was also awesome to see quite a few youth girls out there... With Kayli Baldridge winning the Girls class and Kylie Le-Jenkins winning in the Super-Mini Class!

Our Top Amateur was Ride On Moto's, Luke Ross who kept it close for the Overall - at times during most of the race he was leading yet Pro Racer, Jedediah Haines kept pushing and took the Overall spot by the end of the race.

The Open A class was exciting - starting off with Kenny Hawkins grabbing the Holeshot - but Luke Ross took over the lead and never looked back - snagging the lions share of the Ride On Moto Ca\$h and taking that class win followed by Jimmy Franks and Dean Bush Jr!

In the Lites A class it was Dylan Dela Cruz walking away with the win as well as most of that Ride On Moto Ca\$h followed by Nick Hurley and Henry Symanski rounding out the top three.

For the Pros that had five or more in their class - Billy paid them 5% of the afternoon entry fees in addition to 100% payback as an added bonus!... 1st place was Jedediah Haines followed by Hunter Bush and Jarrett Mohn, these three made out pretty good this year!

That would have been the same for the Pro Women however the only Pro Woman that showed up was tough as nails Tiffany Chilzer - when Billy asked Tiffany how her race



The rains came the day before the race.



This custom built vintage Honda beat the hangover.



Former National Champion Jed Haines would grab the win.

went – she was all smiles never even mentioning the epic crash she had at the Creek Jump...as I said...tough as nails, after all that Tiffany finished 86th overall out of 250 racers!

After a few suggestions we have added a class to the afternoon race for some of our girthier fellas... We call it the Clydesdale Class for those weighing 230lbs before gear and over 30 years old! We did the calculations and it seems we had at least 5060lbs of dirt loving men on that start row... In the end it was AW DeMott followed by Seth Eberhardt and Jake Dennis “rounding out” the top three and taking home custom medallions handmade with actual Clydesdale horseshoes and dirt bike chains – not to mention some tasty treats for the drive home!

Our Women’s Amateur class had six eager ladies lined up... I know because I was one of them. I was so excited to have my good friends, Heidi Hawkins, Amanda Knapp and Samantha Kilgore on the line with me! This would be our first race all together so that was pretty special in itself – lining up with us was the lovely Cloey DeMott and Kylie Le-Jenkins who had earned a win in the Super-Mini class in the 10 o’clock race!... I had been hoping for the Holeshot...figuring this could be my one chance for glory –

yet even with my quick start button reflexes I was denied because Kylie passed me like I was standing still! After the first turn I was quickly passed by Amanda followed by Samantha and then Heidi and I’m certain Cloey... or in any other possible order since I hit the ground shortly after. Congrats to all – It was Kylie Le-Jenkins with the win followed by Samantha Kilgore in second and Amanda Knapp in third.

Our Honorable Mention goes to Bob Martin for making the long trip down from Tunnelton, West Virginia to pull off the win on a bike he’d never ridden before the weekends events in the Super Senior 50+ class!

*Complete results can be found at <https://speedhive.mylaps.com/Events/1357723> Special Thanks to Full Gas Timing and Scoring for working with us this year... One of our highest priorities was to have a reputable scoring company handle registration and scoring and we knew Jason Hooper would deliver.

Thanks Again to all of you that made the journey to the Hangover Hare Scramble...we truly hope you enjoyed the course.

Billy Schlag and I took this special race on last year because it wasn’t on any of the club schedules and I have always

had a blast racing it. He said “We’ll Do It”... and well we did! And we’d like to keep putting it on as long as it remains fun because that is what its all about for us. Billy coaches riders as well as builds tracks and courses with his company Trail Pros and is a successful off-road racer so this seemed like a good fit for us. We hope to see you on January 7, 2018 for our next Hangover

Till then ride safe and have a blast out there!

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2017 HANGOVER HARE SCRAMBLE NORTH/ SOUTH SHOOTOUT

The first year for the North/South Shootout came down to the wire with a tie breaker!

How it works:

At sign up you were asked “Which side do you choose... The North or South?” Then you were asked to “Choose Your Representative”

The question, “Which Side...”we leave up to your interpretation – you decide what it means to you.

Then once you make that determination you need to decide who you want to represent your side.

The Representative is then chosen by how many votes they received. Once the Rep is determined they will receive a Medallion commemorating the win and their name will go on our Perpetual Hangover

HARE SCRAMBLE RACE TROPHY

Points were taken from the top 5 finishers from each class and we had a tie 85/85 but the tiebreaker went to the North because they had 4 more wins.

Votes were tabulated and the 2017 North/South Shootout winner is the North and Eric Groves was voted as the North Representative!

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26	27	28	1 ASH WEDNESDAY	2	3	4
5	6	7	8	9	10	11  OLD GLORY HARLEY-DAVIDSON™ OLD GLORY FASHION SHOW
					17	18
				15	16	19  ST. PATRICK'S DAY
			14	13	21	22
					23	24
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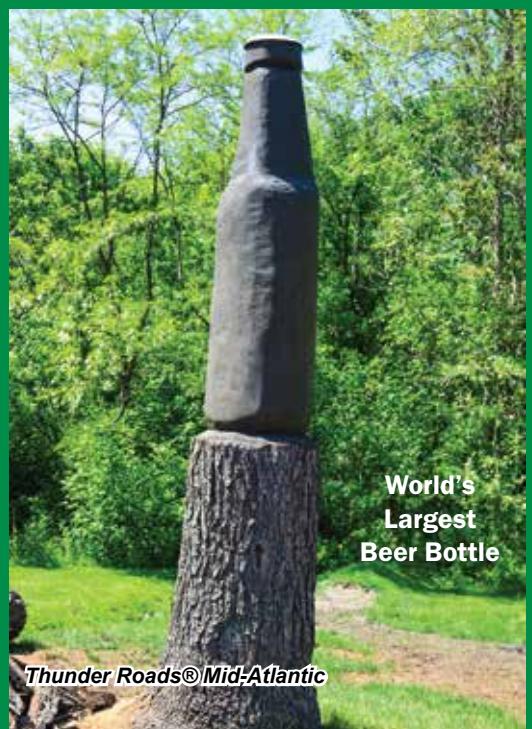
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REPORT

AMERICAN MOTORCYCLIST ASSOCIATION OPPOSES MOTORCYCLE TARIFF

CEO Rob Dingman testifies at DC hearing

A proposed 100 percent tariff on European motorcycles would harm U.S. consumers by pricing affected models beyond the reach of American families, American Motorcyclist President and CEO Rob Dingman told a federal trade committee on Feb. 15.

Dingman said motorcycles should be removed from the list of products included in the proposed tariff.

"Many of the European-produced motorcycles in the affected categories are available at reasonable prices that allow for entire families to enjoy countless hours together outdoors, strengthening the family unit," Dingman said during a public hearing of the Office of the U.S. Trade Representative's Section 301 Committee. "A tariff that threatens to significantly raise the retail cost of these motorcycles or curtail their supply, holds the potential to cause irreversible damage to outdoor recreation and the families that participate in it."

The Office of the U.S. Trade Representative proposed the tariff on 51cc to 500cc motorcycles imported from Europe as part of its ongoing battle with the European Union over U.S. beef raised using hormones. The EU will not accept the beef, so the Trade Representative is seeking leverage in negotiations.

The tariff would affect motorcycles with engines displacing 51cc to 500cc from Aprilia, Beta, BMW, Ducati, Fantic, Gas Gas, Husqvarna, KTM, Montesa, Piaggio, Scorpia, Sherco, TM and Vespa.

A substantial proportion of AMA membership includes riders who own and ride motorcycles of 500cc displacement



or less, including trail bikes for youths and adults, enduro bikes, dual-sport motorcycles, entry-level street motorcycles, scooters and others.

The 500cc-or-smaller category of motorcycle also is used in a significant portion of the AMA's more than 3,000 sanctioned competition events enjoyed by hundreds of thousands annually. Many of those events are put on by promoters who are essentially small business owners who will be severely adversely affected by this action.

European makers of 51cc-399cc motorcycles used for racing provide nearly half the units available to U.S. consumers, and nearly a quarter of the market in the 400-500cc class. There are no significant U.S.-made options for consumers in those market segments.



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In the on-road motorcycle segment, 100 percent of the models 300cc and smaller are imported to the United States from abroad.

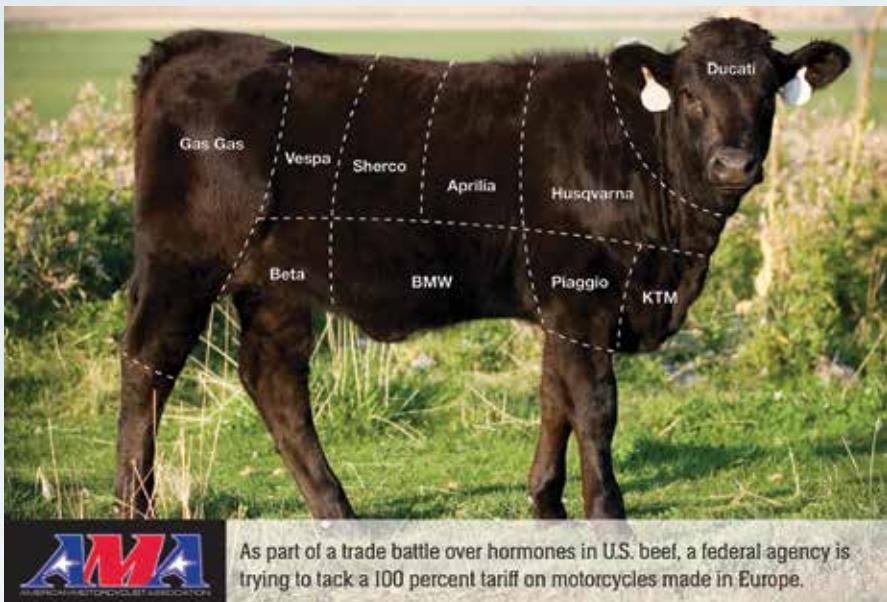
In the United States, most motorcycles under 500cc are sold through small, independently owned shops. The collection of small to medium-sized dealerships contributes to the employment of a substantial number of Americans. These dealerships employ individuals for motorcycle sales, aftermarket equipment sales, clothing and merchandise sales, vehicle maintenance and repairs and general dealership operations.

Should product availability be hindered through unjustified trade sanctions on European-produced motorcycles, many dealerships may close, leaving Americans without jobs, Dingman said. The negative effects of the proposed trade sanctions would cause great harm to the motorcycle industry and spread through the aftermarket equipment sector, recreation equipment sales, the sports entertainment industry and further down the line.

There is no direct connection between motorcycles and the EU's ban on the importing of U.S. beef products treated with hormones. The lack of an agricultural tie between the two products runs counter to sound trade policy, Dingman told the committee.

"American motorcyclists are unnecessarily caught in the crossfire of this completely unrelated trade dispute," Dingman said. "Since my organization represents motorcycle-riding consumers, I can objectively and without vested commercial interest, assure you that this action will do more to harm individual Americans than it will to leverage the European Union."

Motorcyclists sent more than 10,000 emails to Congress on this issue, posted more than 6,000 comments to Regulations.gov, and sent nearly 3,500 emails to President Donald Trump.



As part of a trade battle over hormones in U.S. beef, a federal agency is trying to tack a 100 percent tariff on motorcycles made in Europe.

The Office of the U.S. Trade Representative is responsible for developing and coordinating U.S. international trade, commodity and direct investment policy and overseeing negotiations with other countries. The head of USTR is the U.S. Trade Representative, a Cabinet member who serves as the president's principal trade adviser, negotiator and spokesperson on trade issues.

The Trade Representative tried this same tactic in 1998 and 2008, but the efforts were thwarted when the AMA, the Motorcycle Industry Council and bike manufacturers and retailers rallied motorcyclists against the plan. At that time, the U.S. Trade Representative instead raised the tariff on a variety of European food products.

Others testifying Feb. 15 against the tariff included Carroll Gittere, president of Powersports Data Solutions; Ian McPhie and Ritchie Thomas of Squire Patton Boggs; John Hinz, president of KTM North America Inc. and Husqvarna Motorcycles North America Inc.; Mario di Maria, president and CEO of Piaggio Group Americas Inc.; Rick Alcon, owner of R&S Powersports Group; Tim Cotter of MX Sports; and Tim Buche, president and CEO of the Motorcycle Industry Council.

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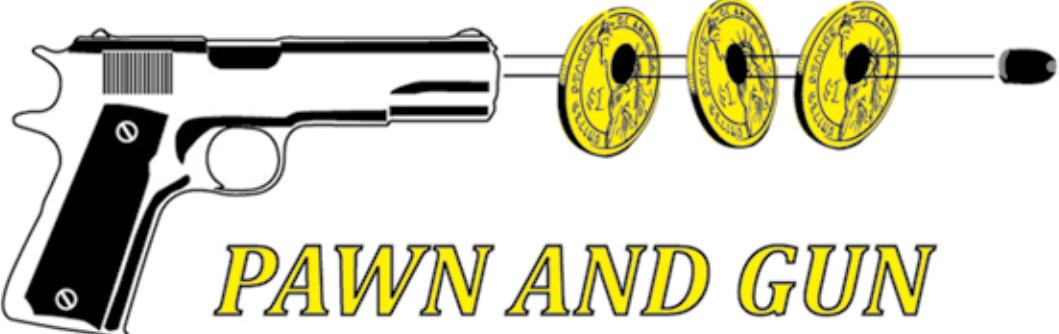
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Bullet Points

DECISIONS ON THE DEDICATED SIDEARM - PT. I

Article and Photos by: Brody Kennen

There are many options on the market, for one to choose from, when it comes to thinking about their go-to self-defense handgun. I can walk into any of my local firearms dealers today and find display cases awash with various handguns. The question that each new shopper faces is; ‘which one is the one?’ We all have our reasons for the handguns that we end up choosing and I have my complaints about some of those methods; such as relying on the dealer’s salesperson for advice or buying third-rate gear when one more paycheck could’ve gotten them something tried and true. I’ll share some of my experiences and learning from over the years.

The handguns that I have shot and experienced have varied over the last few years, but the product line that I was first introduced to was Glock. Currently, that should come as no surprise. There aren’t many Glock models which I haven’t shot and it is the brand that I am most proficient in operating, despite being able to produce shot groups just as tight with other brands in the striker-fire arena. The aesthetics of the Glock line are rather bland, in my opinion; it is like seeing another cheaply outfitted, parts build AR-15. I had not enjoyed the feeling of the grip until the Generation-4 line came out, as well. These things aside, by the time a Glock handgun got around to my home, it was tried and true. The system was proven as reliable across the world’s armed forces and more than half of the American law enforcement were armed with them.

Despite having a love for DA/SA (Double-Action / Single-Action) handguns and having owned a couple of SIG-Sauers, I keep coming back to the 9mm Glock double-stacks. There is one guideline that I follow; which is to prepare for any eventuality that may occur in the United States. This leads to the two secondary rules I have for purchasing a platform: reliability and commonality. The Glock has been proven in combat by multiple countries and USSOCOM units in Afghanistan, most recently. So, why commonality? That goes back to eventualities. Whether it is a local collapse of respect for law enforcement or a total collapse of the Republic, as it stands: I want to be able to pick up and use magazines with 9x19 Parabellum ammunition, from which a decent number of civilians and local law enforcement carry. The Glock-19 fits this niche perfectly, given the local handgun compositions



used, because I can use both the G17 and G19 magazines. The Glock-17 and -19 are the most prominent handguns used by local law enforcement and the rates are going up. The proof of this can be seen in the high volume of LEO trade-in sales of their .40 S&W counterparts: the Glock-22, Glock-23

and Glock-27. If something goes wrong, I will have the ability to source magazines and ammunition relatively easily.

So, what about for you? You will first need to find a shooting range that offers a handgun rental line and then shoot the firearms that not only held your initial interest, but also the ones that you hadn’t looked at. It can be referred to as “Shooting the Spectrum” and you must decide what that “spectrum” is. For me, it’s usually a narrowed selection of three to five DA/ SA and striker-fired handguns whenever I go to do rental shooting. This will do two things for you. You will be able to make your assessments about the handguns you’ve chosen and you will be slowly, but steadily training yourself over time. Practicing proper firearms handling and safety measures is more important than immediately finding what you want to buy. That latter issue should take time and the longer the time it takes; the more money you will have, to decide with, and that means a broader range of choices. If you don’t like the ergonomics of a Glock, then there are other striker-fired choices. The Smith & Wesson M&P and the SIG-Sauer P320 are both just as modular and are vastly superior when it comes to comfortability in the hands.

That is the market side of the conversation. What your applications are will dictate the niches that your choice must cover. There is, obviously, a huge difference between buying a personal protection sidearm and a range day paper-puncher. The latter allows for all the flexibility in the world; if you have the money for the sidearm you want. For most people, it’s a mix of both... However, some of those people can’t prioritize the personal protection pick or they buy one gun to cover both niches. If you’re looking for a handgun, you need to compartmentalize your needs before making your selection. This is something that a lot of firearms instructors, especially Concealed Licensing instructors, stress.

Next month, in Part 2, I will cover some concealed handgun purchases that I’ve seen people make and come to ultimately regret. I will also cover suggested and popular alternatives, which I have seen individuals come to prefer, and the proper holster systems for them – because Uncle Mike’s and Fobus are not included there. Some of these suggestions may come as a surprise, especially for the female shooters out there.

If you would like to see more firearms related material, then visit www.thearmednovelist.com.

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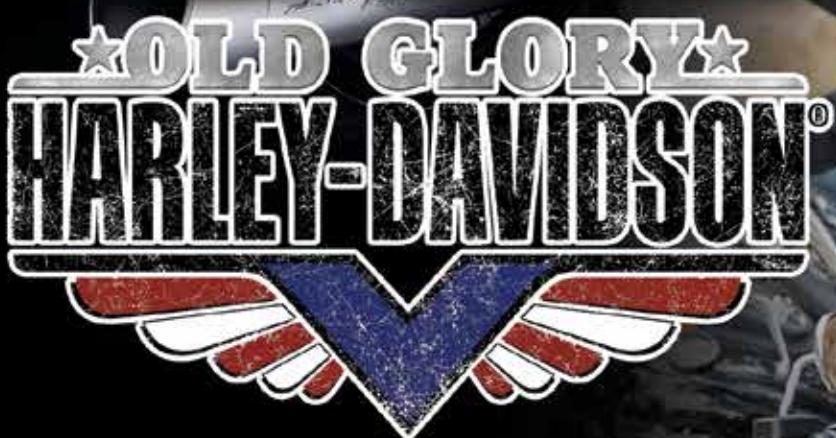
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PREPARING YOUR BIKE FOR SPRING

As we hope to emerge soon from the Polar Vortex, it's nearing the time to put your bike back on the road. Before you do you should consider using our guide, it should only take a couple of hours to get your bike in tip-top shape for riding season, so you don't miss a single day of it when it gets here!

So here's a quick rundown of the 7-point plan to Winter recovery, in order of importance:

Manual Labor - Dust off your trusty service manual and skim through it

- **Fuel First** - Why you shouldn't use old fuel
- **Battery Maintenance** - Lead-acid or lithium, you probably need a charge
- **Tires** - Will they be good for the whole season?
- **Oil & Filter** - Now is a good time to change them
- **The Forgotten Fluids** - Don't forget your brake fluid and coolant
- **Spring Cleaning** - Days are getting longer, make your bike shine!

Manual Labor-Whether you're still stuck indoors or if riding season has already begun, reading your owner's or service manual can help get you prepared for spring maintenance. This Spring Preparation guide will give you some great general pointers on how to be prepared, but your manual has all the specifics for your own bike.

Skim through it after reading our guide to get a feel for what kind of procedures you'll need to do, and what kind of tools you might need to order before digging in. If you don't have one yet, we have hundreds to choose from in our Motorcycle Manuals section.

Fuel First-Stale gasoline is an often forgotten yet very problematic issue with stored vehicles, so we recommend addressing your fuel and fuel system first, before anything else. Gasoline is a very refined chemical composition, and it actually deteriorates very quickly. After a few months, the more combustible elements in gasoline will have already begun to evaporate, which can cause your bike to run rough (or not at all.) If your bike has a high compression engine, like in many sport bikes, old fuel will cause even bigger problems.

In addition, while sitting in a tank, gasoline can react with oxygen to create varnish deposits in the fuel system, which can clog lines, filters, and jets or injectors. Due to temperature variations, condensation can also form in a gas tank, adding water to your gasoline, which can create even more severe problems.

If you winterized your bike correctly, you will have either drained the fuel or added a fuel stabilizer to the fuel in the tank (fuel stabilizers like Sta-Bil can extend the life of fuel to a year or more.) If you did drain your tank, take a peek inside for any rust, gunk, or condensation that could cause problems later. Refill your tank with high-octane fuel before you start it up, to make sure the gas running through the system is as fresh as possible.

With fresh fuel in the tank, we can move on to addressing the other most common storage issue - dead batteries.

Battery Maintenance-The most common issue with bikes sitting all winter long tends to be the batteries. Every time a battery goes dead, its life gets cut down, and it only needs to be drained a few times for it to become really problematic. Smart riders will have kept their battery on a trickle charger while it was



stored, but if you forgot this step, it's not too late to order one and charge your battery back up for that first ride of the season.

We recommend getting a "smart" battery charger that automatically turns itself off so you don't overcharge and damage it, such as the Battery Tender Smart Charger Junior or the BikeMaster Automatic Battery Charger. No matter what charger you pick up, it's still a good idea to check your battery fluid levels before hooking it up, and top off any low cells.

If you have a lithium battery (which is a great upgrade) you'll need to treat it a little differently. You should still use a trickle charger, but you'll need one that is lithium battery-specific, like the Shorai Charge & Store Battery Management System. Lithium batteries are solid-state, so you don't top off the cells with water either.

If you happen to hook up your battery to a charger and nothing happens, chances are that your battery is just too far gone to be revived. It's definitely better to find out a few weeks before spring so that you can order a new motorcycle battery without having to delay your first spring ride that we know you're looking forward to, so check the battery in advance!

Tires-Tires are a part of your bike that should really be checked before every ride; only a few square inches of rubber keeps hundreds of pounds of metal (and you) in contact with the road at any given time, so having tires in good condition is essential.

When checking tires after storage, you should be conscious of potential flat-spotting on the tires from sitting for a long time (especially on soft compound tires), and bringing tire pressure up to spec, as air will have undoubtedly seeped out after months of not being used. Check the tire wear too; it may be a good time to go ahead and replace tires before spring hits, so you know you have good rubber for the whole riding season.

If you do spring for new tires, check out our guide on How to Choose Motorcycle Tires for more information.

Oil and Filter-You may have changed your oil as part of your winterizing process, but if not, it's a good idea to change it before starting a new riding season. Every motorcycle is different, so you'll need to consult an owner's manual for the exact procedure, but it's a good practice to change your oil and filter at the same time (the correct filter for your bike can be found easily using the fitment tool on our site.)

Forgotten Fluids-One of the most neglected things on a motorcycle is the brake fluid. Even when your bike isn't being used, brake fluid is extremely hygroscopic, meaning, that it has a tendency to absorb moisture straight out of the air (brake fluid attracts so much moisture that simply leaving the cap off a bottle overnight can ruin it!)

At the very least, check and top off the fluid levels in your master cylinder, ensuring you use the correct brake fluid for your bike (different DOT brake fluids should not be mixed.).

Another often forgotten fluid is coolant; check and make sure coolant levels are up to spec, especially after your bike's been sitting for several months. If you really want to go the extra mile, you can do a complete coolant flush also, clearing out all the used coolant with white vinegar and distilled water, and refilling your system with a fresh mix. If your bike tends to run hot or you

ride especially hard, check out products like Engine Ice, a racing-approved coolant that can reduce operating temperatures by 20 degrees or more!

Spring Cleaning-That first time you hit the road again after a long hiatus, make sure your bike looks as good as you feel. Unless you're working on making a Rat Bike, give your bike a good scrub and wax it up to help protect it from riding season hazards such as dirt, rocks and even the sun.

With the battery charged, fresh fuel in the tank, all moving parts lubed up, and a paint job that sparkles in the springtime sunlight, there's only one thing left to do - go ride!

Spring weather is unpredictable, so be aware of wet, slick roads. Even if the sun is shining, a spring shower might have just happened in the area in which you're traveling. Roads are always slickest after a brief rain because dirt and oil to rise to the surface and haven't had a chance to get washed away. Patches of melting snow and ice can also make roads slick and hazardous, so keep an eye peeled, even in warmer spring weather.

Standing water can also prove dangerous, so be alert for puddles that can cause you to hydroplane and lose control. Puddles can also hide potholes, which can be deep and dangerous for motorcycle riders.

The only way to drive safely on a motorcycle is to drive defensively. One of the biggest factors cited in motorcycle collisions are drivers who say they didn't see the motorcycle. Make yourself and your motorcycle as visible as possible. Leave your headlights turned on at all times. Wear brightly colored clothing that makes you more noticeable.

Always use turn signals and check to be sure your intentions are noticed by other drivers before you change lanes or pull out in traffic. Use your horn if you think someone hasn't seen you to alert

them of your presence and your intentions. Don't drive in the blind spots of other vehicles.

Be on the lookout for potholes and cracks in the road. Your motorcycle is much more susceptible to damage or loss of control if you hit one. If you can't avoid a pothole, slow down as much as safely possible to lessen the chance of loss of control or damage to your tires and wheels. Don't OVER-BRAKE, YOU WANT TO SLOW DOWN not lose control or crash.

Gravel can also prove hazardous to motorcyclists due to loss of traction. Always void sudden braking or veering on gravel. Sudden acceleration can also cause you to lose control.

Road debris can spell trouble for motorcycle riders. Keep your eyes peeled on the road ahead to avoid hitting something that could cause an accident.

Bottom Line, please ride with extra caution, leaving more room than usual to slow down, change line or avoid hazards. Your skills will be rusty too, so leave some extra speed in your pocket to account for that too.

Heading to your favorite riding road for the first time in a while? Run a reconnaissance lap looking for hazards before you try and take it at your normal pace.

Even if the day starts warm, the sun still sets early. Make sure you pack a clear visor and stuff a silk balaclava and glove liners under your seat in case temperatures drop unexpectedly.

And last, but not least, always wear a helmet to increase your chance of surviving a crash. According to the National Highway Traffic Safety Administration more than 4,586 people were killed in motorcycle crashes in 2014.



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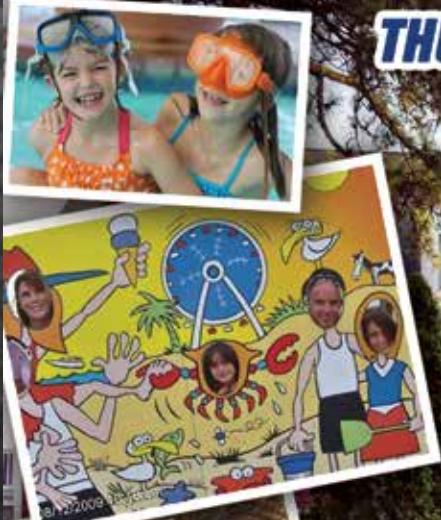
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Compiled & Edited by Bill Bish,
National Coalition of Motorcyclists (NCOM)

BUTCH HARBAUGH, GONE BUT NOT FORGOTTEN

It is with great sadness that we report the death of longtime Freedom Fighter, Butch Harbaugh, former Chairman of the National Coalition of Motorcyclists - Legislative Task Force (NCOM-LTF), among other positions. Butch passed away February 7th from heart failure and cancer.

"When I began as the AIM (Aid to Injured Motorcyclists) and NCOM Attorney for Oregon back in the late 1980's, Butch was actively involved with ABATE, and with BikePAC since it was founded," recalls Sam Hochberg, AIM Attorney Emeritus, and now Of Counsel to Christopher Slater, Oregon & Washington AIM Attorney. "He spent many years as the lobbyist for ABATE, and was well-known, respected and liked by many in the legislature in Salem."

A biker rights activist since the 1970s, Butch attended and helped organize many STEAM conferences and ABATE/BikePac planning retreats. He was a regular at many ABATE runs around the state, often helping AIM Chief of Staff "Gunny", now retired, at the AIM/NCOM tables, and was known and highly respected in the biker's rights community nationwide.

Butch also participated in many NCOM Conventions, and in 2003 was bestowed with the Ron Roloff Lifetime Achievement Award, NCOM's highest tribute. This year's 32nd Annual Convention, to be held over Mother's Day weekend May 11-14th in Reno, Nevada at the Silver Legacy Resort Casino, will be dedicated in his honor.

For the past dozen or so years, Butch lived with his loving wife Laura in Rigby, Idaho, where he enjoyed riding his Panhead and was active in the home-brewing community. Always friendly, engaging and enthusiastic about motorcycles and biker's rights, he will be greatly missed.

With the 32nd Annual NCOM Convention in Reno just weeks away, at this time the National Coalition of Motorcyclists is requesting that MROs, motorcycle clubs, and riding associations submit the names of those members and supporters who have died since last May, so that we may honor their memories during the traditional "Ringing of the Bell" tribute to fallen riders during the opening cer-

emonies. Dedications should be e-mailed in advance to Bill Bish at NCOMBish@aol.com, or can be hand-delivered at the Convention to "Doc" Reichenbach, NCOM Chairman of the Board.

NHTSA SEEKS TO CURB DRIVER DISTRACTIONS

The National Highway Traffic Safety Administration (NHTSA) is proposing new federal guidelines to provide a safety framework for developers of portable and aftermarket electronic devices to use when developing visual-manual user interfaces for their systems. According to NHTSA and the Department of Transportation (DOT), their "Visual-Manual NHTSA Driver Distraction Guidelines for Portable and Aftermarket Devices" [Docket No. NHTSA-2013-0137] will "encourage innovative solutions such as pairing and Driver Mode that, when implemented, will reduce the potential for unsafe driver distraction by limiting the time a driver's eyes are off the road, while at the same time preserving the full functionality of these devices when they are not used while driving."

Driver distraction is a specific type of inattention that occurs when drivers divert their attention away from the driving task to focus on another activity. This distraction can come from electronic devices, such as texting or emailing on cell phones or smartphones, and more traditional activities such as interacting with passengers, eating, or events external to the vehicle.

The crash data indicate that visual-manual interaction (an action that requires a user to look away from the roadway and manipulate a button or interface) with portable devices, particularly cell phones, is often the main distraction for drivers involved in crashes.

In 2015, 10% of the 35,092 traffic fatalities involved one or more distracted drivers, and these distraction-affected crashes resulted in 3,477 fatalities, an 8.8% increase from the 3,197 fatalities in 2014. Of the 5.6 million non-fatal crashes in 2014, 16% were distraction-affected crashes, and resulted in 424,000 people injured.

At any given time, an estimated 542,073 drivers are using handheld cell phones while driving.

Currently no safety guidelines exist for portable device technologies when they are used during a driving task.

RESEARCHERS BLAME "OTHER DRIVERS" FOR MOST MOTORCYCLE ACCIDENTS



NEWS BYTES

An Australian study states "failure of other drivers to give way" as the most common factor in motorcycle accidents. Research by Monash University in Melbourne has found that human error was the primary contributing factor for 94% of bike accidents. "Whilst with single-bike crashes, rider error and loss of control were found to be the most common causes, for incidents involving more than one vehicle, it was found that 'motorcycle crashes occurring in lighter traffic more likely involved an error by another driver, including such things as failure to give way'."

The motorcycle crash research studied over two hundred and thirty accidents between January 2012 and August 2014, with nurses at the hospitals and crash scene investigators aiding with the compilation of the data.

"Whilst car drivers were responsible for the majority of accidents in less-dense traffic, it was the motorcyclist to be more likely at fault for most 'urban' crashes and collisions however," Trevor Allen of the Monash University Research Centre told The Herald Sun newspaper, adding that this was most likely due to the greater frequency of danger; "Higher traffic density leads to more hazards and a higher level of difficulty for riders to move safely in and among traffic, compared with other vehicles."

The research also found that the older the rider, the less likely it was that the rider was primarily to blame for the accident.

STUDY SHOWS MOTORCYCLE MARKET EXPANDS WHILE E-MOTO SALES FLATTEN

According to a study by the market research company Freedonia Group, global demand for all types of motorcycles is projected to climb 3.8% per year through 2020 to 113 million units. Internal combustion engine (ICE) models have historically dominated the global motorcycle market, but demand for e-bikes and electric scooters, motorcycles, and mopeds has grown rapidly.

In 2005, electric models accounted for just 22% of worldwide motorcycle sales. Their share of the market grew to 35% in 2015, as the use of electric motorcycles in China increased sharply.

"Multiple developed countries – particularly Germany, the Netherlands, and the U.S. – also registered rapid electric product sales growth during the 2010-2015 period," said analyst Gleb Mytko.

Global demand for ICE motorcycles is forecast to increase 5.5% per year through 2020, according to Freedonia Group's World Motorcycle Sales Study, with advances fueled by strong ICE product sales gains in a wide range of industrializing nations. As personal incomes in these countries rise between 2015 and 2020, more households will be able to afford motorcycles. Improving market conditions in the U.S., Western Europe, Japan, and other mature markets will contribute to growth as well.

Worldwide sales of e-bikes and electric motorcycles, scooters, and mopeds is projected to be flat during the 2015-2020 period because of declining product demand in China, by far the world's largest market for electric models, though demand for electric motorcycles outside of that country is forecast to grow at a double-digit annual pace.

In developed nations, e-bikes will continue to rapidly capture market share from bicycles.

LANE-SPLITTING BILL INTRODUCED IN LONE STAR STATE

Texas is contemplating becoming only the second state, after California, to allow motorcycle riders to split lanes in heavy traffic under certain

conditions. Senate Bill 228 was introduced on December 9, 2016, and if passed would make it legal for motorcycles to ride between lanes of traffic on limited-access or controlled-access highways during periods of traffic congestion at a speed not more than 5 mph above the speed of other traffic, and only if that traffic is moving at 20 mph or less.

Lane-splitting, which was a long-standing but legally-ambiguous practice in California until it was made legal there in 2016, is common in Europe where motorcycles typically "filter" to the front of the line at intersections and ride between lanes of traffic in crowded cities. Lane-splitting advocates in the U.S. cite the safety of the practice overseas as well as its effect on reducing traffic congestion.

NEW HAMPSHIRE LEGISLATION COULD REPEAL HANDLEBAR HEIGHT LAW

Legislation repealing the restriction on the height of motorcycle handlebars -- Senate Bill 27, by Senator Harold French (R-Franklin) -- carried the New Hampshire Senate by a voice vote on January 19 and has been referred to the House of Representatives where most likely it will be assigned to the Transportation Committee.

The current law prescribes that the hand grips can be no higher than the shoulders of a rider seated in the saddle. Charlie St. Clair, executive director of the Laconia Motorcycle Week Association, told the Laconia Daily Sun that if the House endorses and the governor signs the bill, New Hampshire will become the 19th state and first in New England not to restrict the height of handlebars, but it's not clear whether the restriction will be lifted before the 94th running of Laconia Motorcycle Week in June.

As the host of the nation's oldest rally, which attracts visitors from across the country, St. Clair said that New Hampshire should not impose restrictions that may inconvenience motorcyclists from other states. Limits in other states vary considerably from shoulder height in Massachusetts, Maine and Connecticut, to eye level in some states and to heights above the saddle measured in inches in others. Most restrictions on high bars, called "ape hangers" were introduced in the 1960s. Although touted as a safety measure, many motorcyclists claimed the restrictions were imposed to provide police with a pretext for stopping and searching bikers.

MISSISSIPPI CONSIDERS LOWERING SALES TAX ON MOTORCYCLES

Legislation has been introduced (House Bill No. 1631 by Representative Steve Hopkins R-D7) which would "reduce the sales tax rate on retail sales of motorcycles from 7% to 5%," as well as reduce the sales tax on other agricultural and farming products. On February 15, the legislation was referred to the House Ways and Means Committee.

QUINCY MIDNIGHT MOTORCYCLE BAN - FALSE!

According to the Massachusetts Motorcycle Association (MMA), a recent report on quincy.com indicating that the City of Quincy, MA, has instituted a ban against any motorcycle being ridden between the hours of Midnight and 5am, unless exempted for work or emergency purposes, is NOT correct.

Although such a proposal was indeed filed, the council member who introduced it "immediately asked that it be withdrawn" after learning that such a proposal would not be legal.

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DELAWARE

Ride to the Tide

Sunday, April 23, 2017 9:00 AM

The Delaware Blue Knights - Chapter 1 and Delaware Law Enforcement for Special Olympics organize this Law Enforcement fundraising event – sponsored by Delmarva Power and supported by Jake's Seafood House, Rommel Harley-Davidson, Delmarva Broadcasting Company, WBOC-16 and Fox 21 Delmarva– involving hundreds of motorcycles taking part in a police-escorted ride from Smyrna to Rehoboth Beach, in support of Special Olympics Delaware. Police escorts enable riders to continue nonstop the entire length of the Ride to the Tide.

The ride ends at Jake's Seafood House in Rehoboth Beach at approximately 1 p.m., where bikers and passengers will enjoy a complimentary lunch.

DEPARTURE TIME 11:30 AM (check-in opens at 9 a.m.)

www.sode.org/fundraisers/ride-to-the-tide/

MARYLAND

Bull and Oyster Roast - Abate of Maryland – AACO

Saturday, March 4, 2017 1-5PM

The Anne Arundel County Chapter of ABATE is hosting a Bull and Oyster Roast at the American Legion Post 40, 500 5Th Avenue, Glen Burnie, MD. 21061

\$40 per person includes: Pit Beef, Raw Oysters, Fried Oysters, Steamed Oysters, Rolls, Homemade Mac-n-chees, Baked Beans, Coleslaw, Cake and Beer.

Chosen Sons MC - Mardi Gras Party

Saturday, March 4, 2017 7-11PM

1534 Long Point Rd,
Pasadena, MD 21122
Chosen Sons MC Annual
Mardi Gras Party
Shrimp Gumbo, Jambalaya, Cajun
Crab Soup, and Roasted Pork

Soda and Beer Included
\$25.00 per Person
More Info - Hellboy - 443-401-4616

Old Glory Fashion Show

Saturday, March 11, 2017 11:30-3PM

Old Glory Fashion Show - Over 100 Outfits



Modeled by the GOT Girls

www.oldgloryhd.com

F*CK Daytona Party - Kingsman MC

Saturday, March 11, 2017

11:30-3PM

10 Pythian Dr, Edgewater, MD 21037
\$25 Donation - Beer - Wine - Liquor, Food
Live Music from SURREAL
More Info - 443-220-1194

St. Patty's Day - Hells Angels

Saturday, March 18, 2017 Noon-8PM

Elks Lodge, 1015 Dares Beach Rd, Prince Frederick, MD 20678
Hells Angels - Support Maryland NOMADS - St. Patty's Day 2017
All you can eat Prime Rib n Corn Beef and Cabbage
\$20 Per Person - Huge Swap Meet Numerous Vendors, Bike Show with Trophies and Much More

A Night out with Surreal - Unchained Few MC

Saturday, March 25, 2017

8:00PM-12:00AM

Sykesville Freedom District Fire
A Night out with Surreal - Unchained Few MC
\$25 Admission
Draft Beer - and BYOB
CALL for Tickets - 443-745-3276
Bring a bag of canned goods for a chance to win a prize.
For more info: 443-745-3276

Blessing of the Bikes

Saturday, April 8, 2017 11:30 AM

Our friends the Black Jacket Cruizers are hosting a Blessing of the Bikes here at Battley Harley-Davidson / Battley Cycles.

The event begins at 11:30am with free food. The blessing takes place at 1pm.

Join the Black Jacket Cruizers on a ride afterwards at 2pm. Everyone is welcome!

COACH-Michael Kors-Kate Spade- Thirty-One Bingo

Sunday, April 9, 2017 1:00PM-5:00PM

College Park Moose - 3700 Metzerott Rd, College Park, MD 20740
Nam Knights Fort McHenry Chapter All Proceeds Benefiting American Veterans and Police Officers Admission \$25.00(Includes 20 Games and Door Prizes)
For more info - Steve 301-875-2468

Broken Spoke Spring Breakout Party

Saturday, April 15, 2017 3-7:00PM

44 N Parke St, Aberdeen, MD 21001
Get ready for the riding season, blow the dust off of your favorite ride and join us for food, door prizes, games and raffles. Steamed Shrimp, BBQ Ribs & Chicken, Free Draft Beer and Soda while they last. **Cash Bar** \$40.00 Per Ticket in Advance \$50.00 at the Door - Children under 10 are free Proceeds to benefit The Ray of Hope Mission Center
More info - FLASH 410-652-6569

12th Annual Ride for Life

Cycle & Music Festival

Saturday, April 22, 2017 9:30 AM

WE RIDE TO STOP CHILD SEXUAL ABUSE Registration begins at 9:30am, ride departs at 11:30am
\$20.00 for rider and \$15.00 for passenger, fees includes RFL patch, 017 rocker, door prize ticket and lunch at St. Vincents (Grilled Hot Dogs, Hamburgers, Chips, and Beverages)
www.thehopeandpeacefoundation.com/page9

2006 HD Heritage Raffle -

Hits 4 Heroes

Saturday, April 22, 2017 2-7:00PM

VFW Post 2632, 23282 Three Notch Rd, California, MD 20619
Combat Veterans of America MC / SMD has purchased a 2006 H.D. Heritage and will be raffling it off. The winner will be announced at CVA MC's 6th Anniversary Party. Only 400 Tickets will be sold at \$25.00 Each. All proceeds go to "Hits 4 Heroes" (Bike has been rebuilt New Gloss Black Paint, fresh fluids and Tune-up by SM City)

**14th Annual Charter Party -
US Military Vets**

Saturday, April 22, 2017 2-6:00PM

American legion post 17 415 Edgewood Road, Edgewood, MD. 21040
North East, MD. Border Patrol - 14th Annual Charter Party - U.S. Military Vets Vendors on Site - Raffles - Live Music - Door Prizes - 50/50 - \$100 to the person that raves the farthest ON a motorcycle! Food Provided by Juniors BBQ Co. \$15.00 Per Person - \$20.00 per Couple (Includes food & Draft Beer)

American Legion Riders - 5th Annual Bike Show

Saturday, April 29, 2017 Noon-4:00PM

Vanessa's Corner Pub, 2600 W Liberty Rd, Westminster, MD 21157
5th Annual Bike Show
Hot Food and Cold Beer - Music - 50/50 Raffle
Chinese Auction - Family Event - Flag Ceremony
\$15 for Bike Entry - Awards at 3:30 - Reg. Noon-2

VIRGINIA

Bike Night - El Rodeo Restaurant

Wednesday's 5-9PM

El Rodeo Restaurant 203 Lansdowne Rd. Fredericksburg, VA
Big O Bike Shop LLC sponsored Bike Night
Weekly 50/50 drawings. Proceeds to a different charity each month. Games, contests, raffles, and giveaways. Great authentic food and homemade ethnic desserts.
More info - Kerry O'Shields - 703 963 0697

Blessing of the Bikes

Saturday, March 11, 2017 10-3PM

Renegade Classics Virginia, 30 Walsh Ln, Fredericksburg, VA 22405
6th Annual Blessing of the Bikes
Breakfast starts at 10am - Blessing Starts at 11:30am
Giveaways and Sales all day
Ton's of GREAT food
Services provided by - Bible Dave and CMA

3rd Annual Anniversary Celebration

Saturday, March 25th, 2017 3:00PM - Finished

314 Jefferson Davis Hwy, Fredericksburg, VA. 22401
Tuckahoe MC - Battlefields VA
\$20.00 Per Individual/\$30 Couple

Includes- Live Entertainment - Dinner-Drink Specials

Raffle of Colt Competition Govt. Issue 1911 More Info - Mick - 540-424-4033

Navy SEAL Tribute Ride

Saturday, April 8, 2017 8:00 AM

This is a charity memorial ride for fallen seals and directly benefits the Navy SEAL Foundation
Depart 10:30am - 1 1/2 hour ride travels via Princess Anne Road Sandbridge, Pungo -Back Bay-Black Water to Chesapeake,VA US 168 into North Carolina to US158 ends at Barry's on Walnut Island Grandy,NC where riders can enjoy Barry's Bike Rally
www.navysealtributeride.com

Blessing of the Bikes

April 9th 2017 12noon

Damon & Co.7104 George Washington Memorial Highway Gloucester, VA 23061 Christian motorcyclist Association will be here with Rodney Hunter for a bike blessing and a wonderful way to bring in the bike season!

Ride VA Poker Run

Saturday, April 29, 2017 9:00 AM

Our RIDE VIRGINIA Poker Run is an annual fundraiser we hold that engages local organizations and community members to see historic areas of Fredericksburg, Stafford, Spotsylvania and King George, while raising money for our build families. The riders drive a designated route and draw playing cards at each of the planned stops. Once they reach the final destination, they play their hand of poker and whoever has the best AND worst hands, wins a cash prize. This event is both exciting and effective as it provides members of our community the chance to give back to their community. The registration is \$25 per rider and \$20 per playing passenger
www.fredhab.org/site/pokerrun/

WEST VIRGINIA

Chili Dinner to Honor Law Enforcement

Friday, March 31st, 2017 from 11:00 to 2:00 PM

Uptown Event Center, 305 Washington Ave, Clarksburg, WV 26301
This Event is to Honor our Local Law Enforcement

All Officers eat Free. Public May Purchase Meal for \$8.00

Chili, Cornbread, Dessert!

Drinks - Coffee - Ice Tea - Water

Motorcycle Swap Meet

Saturday, April 8, 2017 from 12:00 PM to 5:00 PM

American Legion Riders, Post 137, Invites you to our Annual Motorcycle Swap Meet. Street Bikes, Dirt Bikes, Quads , Parts & Gear! If it has to with riding, its welcome! Food & Beverages will be available for purchase, Several Raffles and a 50/50 drawing. Event is free for shoppers. Tables are \$20.00 for Vendors.

Kick off the riding season with some new stuff, sell some old stuff and hangout with your friends!

Bikers for Bill Benefit Ride - Punishers LEMC

Saturday, April 29, 2017 from 9:00 AM to 2:00 PM

806 Arbuckle Rd, Summersville, WV 26651
Bikers for Bill Benefit Ride - Punishers LEMC
\$25.00 per bike - Includes Food (Riders \$5.00 for Food)
Registrations at 9:00AM - Kickstands Up at 11:00AM Everyone Welcome - Food Available for Non-Riders
More info - Sasha-304-890-2905

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One morning, three West Virginia (by God) Rednecks and three Politicians were in a ticket line at a train station. The three Politicians each bought a ticket and watched as the three Rednecks bought just one ticket.

"How are the three of you going to travel on only one ticket?" asked one of the Politicians.

"Watch and learn," answered one of the boys from West Virginia. All six boarded the train where the three Politicians sat down, but the three Rednecks crammed into a toilet together and closed the door.

Shortly after the train departed, the conductor came around to collect tickets. He knocked on the toilet door and said, "Ticket, please."

The door opened just a crack and a single arm emerged with a ticket in hand. The conductor took it and moved on.

The Politicians saw this happen and agreed it was quite a clever idea. Indeed, so clever they decided to do the same thing on the return trip and save some money.

That afternoon when they got back to the station, they bought a single ticket for the return trip and watched, while to their astonishment, the three Rednecks didn't buy even one ticket.

"How are you going to travel without a ticket?" asked one of the perplexed Politicians.

"Watch and learn," answered the three West Virginia boys in unison.

When they boarded the train, the three Politicians crammed themselves into a toilet and the three Rednecks crammed into another toilet just down the way. Shortly after the train began to move, one of the Rednecks left their toilet and walked over to the toilet in which the Politicians were hiding.

The Redneck knocked on the door and said, "Ticket, please".

Little Johnny came down for breakfast one morning and asked his Grandma, "Where's Mom and Dad?" and she replied, "They're still up in bed." Little Johnny giggled and left. He came back in for lunch and asked "Where's Mom and Dad?" and Grandma gave the same reply. Again he giggled and left. Then he came in for dinner and once again he asked his Grandma, "Where's Mom and Dad?" and his Grandmother replied, "Gracious, they're still up in bed!" Little Johnny started to laugh and his Grandmother asked, "What gives? Every time I tell you they're still up in bed you start to laugh! What is going on here?" Little Johnny replied, "Well, last night Daddy came into my bedroom and asked me for the Vaseline and I gave him my jar of super glue for my model airplanes by mistake."

A DEA Agent stopped at a ranch in Texas and talked to an old

rancher. He told the rancher, "I need to inspect your ranch for illegally grown drugs." The rancher said, "okay, but don't go into that field over there...", as he pointed out the location. The DEA Agent verbally exploded and said, "look mister, I have the authority of the federal government with me!" Reaching into his rear back pocket, the arrogant officer removed his badge and proudly displayed it to the rancher. "See this authentic badge?! This badge means I can go wherever I want... On any land! No questions asked, no answers given! Do you understand old man?!" The rancher kindly nodded, apologized, and went about his chores. Moments later, the rancher heard loud screams, he looked up and saw the DEA agent running for his life, being chased by the ranchers big Santa Gertrudis Bull..... With every step the bull was gaining ground on the officer, and it was likely that he'd sure enough get gored before he reached safety. The officer was clearly terrified. The old rancher threw down his tools, ran as fast as he could to the fence, and yelled at the top of his lungs.....

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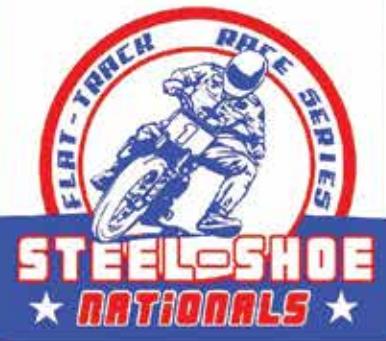
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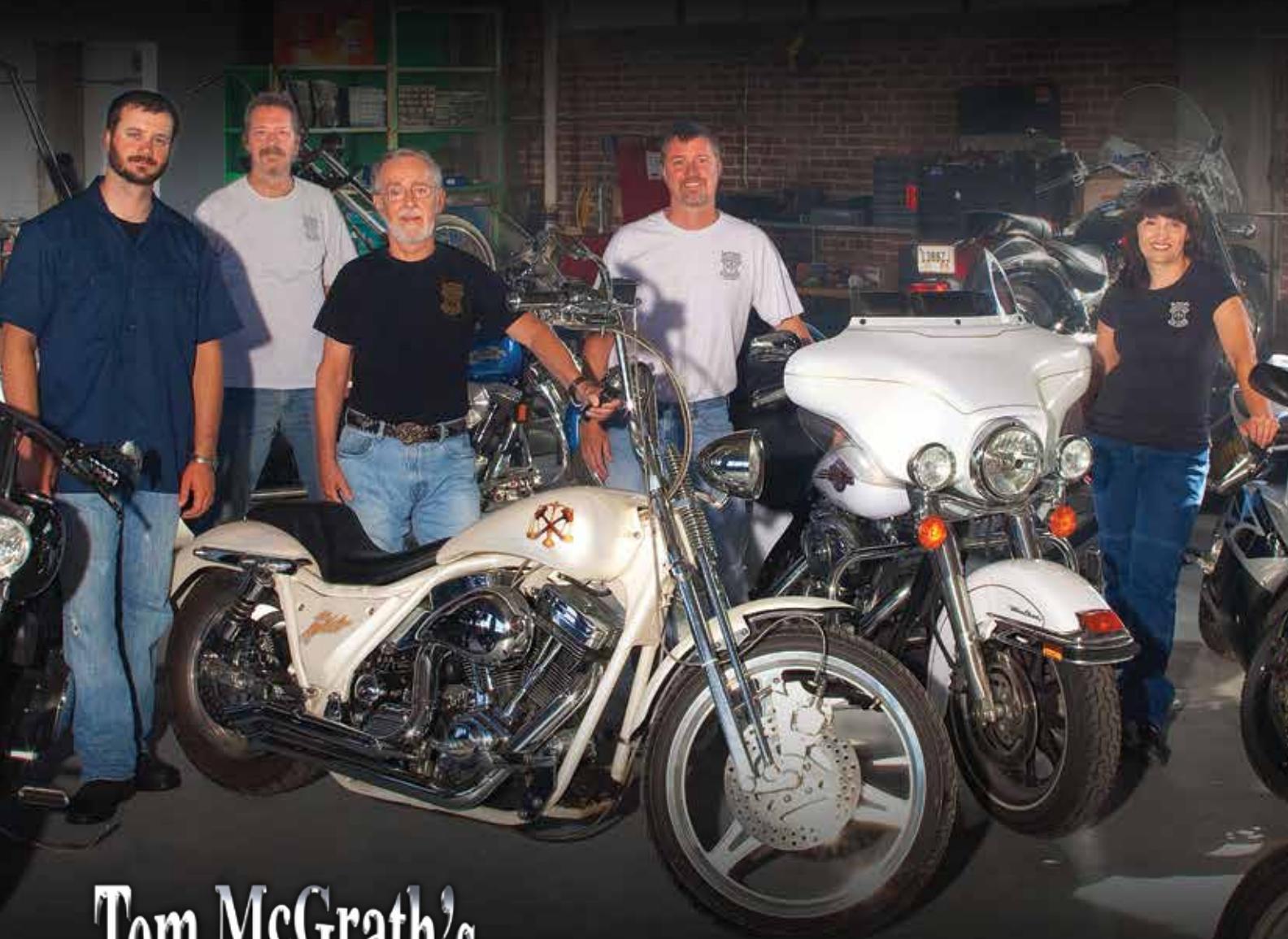
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