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LETTER FROM THE PUBLISHERS

Happy New year everyone! 2017 is gone, and I don't know about you but we are sure glad it is. As Americans we saw so many things change, some good, and some not so good. We saw the motorcycle industry come out with some super bikes and over 100, yes over 100 new models of bikes came out in 2018. It was fun to go around to all of the dealerships and see so many new bikes. Depending on what articles you read about the industry, you can find out from one source that everything is just beautiful within the motorcycle community, and then read somewhere else and find out that the industry is in deep trouble. The ones writing those articles are blaming the lack of growth on baby boomers dying off or selling their bikes. And blaming the industry for not putting enough emphasis in their designs to attract the younger generations, and the female rider. Even still other sources are saying that the love of riding is not "catchy" or "trendy" so people are just not buying within the younger generation.

I read from another huge manufacturer that it's the generation of "baby boomers" fault for slumping sales as well. That it is the baby boomers responsibility and the old school bikers to excite, educate, and introduce the love of riding while infatuating the younger generation, and getting them excited to be a part of the culture. Perhaps that is true.

Regardless of which sources you want to believe, one thing is true. The fact is that there are still enough of us out there that love the freedom of riding and will keep on as long as we can!

Please enjoy this issue and give us your feedback so we can always keep improving. Check out the Thunder Run pages- we still honor those cards and they never expire. We kick off again in March for the prizes and big winners drawn every month. So get out and ride! Check us out on Facebook for those updates on thunder run. Louisiana-Mississippi thunder run and thunder roads La-Ms.

We also want to encourage you to shop at the biker friendly places we recommend within these pages. They are the reason you are reading this free. Till next time. Remember where there are bikes there is going to be thunder.

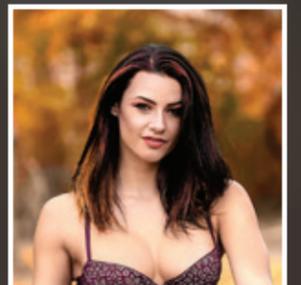
Andrew and Renee

R.I.P. to all our brothers and sisters who lost the ride.

You can also check us out on the web at www.thunderroadslams.com

Cover Story

Once again we asked our celebrity Girl of Thunder to pose for our January 2018 cover- Remember Ms. Dana Fields from the 2017 cover? We had so much fun with this cover shoot at Casa "Boudreaux", President of the Street Survivors RC at the club house located in Schriever. Some of the club members and staff members came out to help and it ended up being an afternoon party! Mike Boudreaux always accommodates us by making his man cave photo shoot ready. If there are any props we need and don't have - he is the "go to guy". The bike featured on the cover is owned by Edgar Louviere. He patiently waited while we got some great shots with Dana on his 2008 HD Fat Boy Softail. Thank you to the beautiful Dana Fields, Mike Boudreaux, Edgar, Brian, Mule, Steve, and Dina for making this another fun shoot. Last, but not least, thank you so much to "Paw Paw" for the use of his amazing AK 47! Happy New Year everyone!



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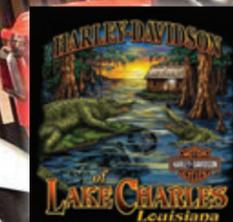
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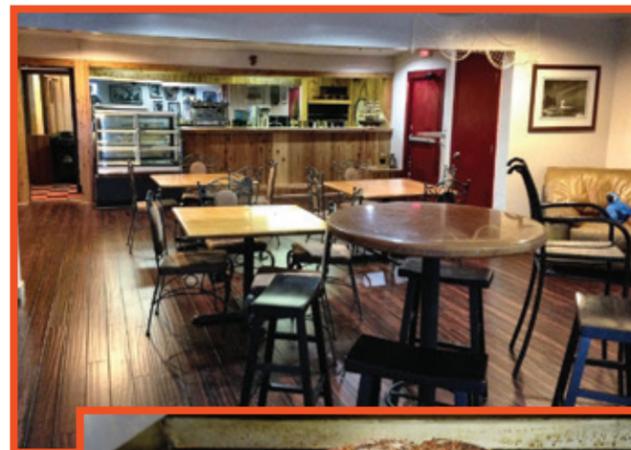
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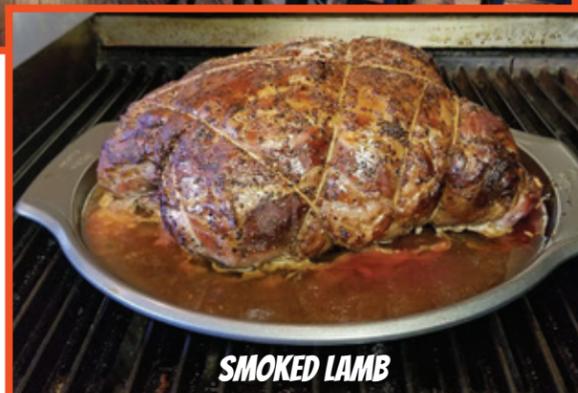
Bridge City Grill, one of the newest businesses in Bridge City, LA opened its doors last month. A comfortable biker and family friendly restaurant and coffee house, Bridge City Grill offers delicious coffees, breakfasts, lunches and dinner 7 days a week.

Our breakfasts are always cooked fresh when you order and we use all the local ingredients we can find. Our fares for dinner are always changing. We offer many down-home favorites like White beans and rice, stuffed mirlitions, smoked brisket, and delicious grilled burgers. Check our menu or call for our dinner menu as it is always changing. Located just two blocks west from the Huey P. Long Bridge, Bridge City Grill could be your gateway to rides and adventures along River Rd. and the River Parishes.

A family friendly atmosphere where you can relax with free wi-fi, or read a book. Set your kids up with drawing and coloring activities. Sit back and strum a tune! We have a guitar and a violin in house you can strum on. The acoustics here are great!

We also have plans of doing a family night with featured movies and popcorn, a comedy stand-up night, open mic night and biker afternoon with beer and smoked pork ribs!

The great thing about Bridge City is its rural setting next to the "big" city. Enjoy the country feel as you ride by horse pastures, wide open fields and the banks of the Mississippi River. It's a great destination for a motorcycle ride. The newly widened Huey P. Long Bridge is such a great ride compared to the cramped lanes of the old one. Just watch out for the police! They make sure no one breaks the law riding across the bridge. They usually park near the bottom of each side. So, relax! Enjoy the views above the Mississippi River and ride on in the Bridge City Grill for delicious affordable food, pleasant service, and new and old friends!



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PATRIOTS CORNER

Patriots Corner
by American Patriot and American Veteran,
Benton J. Lovoi Jr. U.S.N.

This article does not necessarily represent the opinion of Thunder Roads Louisiana Magazine or its staff.

What is False Patriotism?
I wonder is it really False Patriotism or is it Faked Patriotism or is it just Ignorant Patriotism.
I'm going to try to break it down.

I believe that "false patriotism" is what's in your face daily in the media. When a large chain store has too many green light bulbs and needs to get rid of them they actually put a commercial to put a green light over your front door until all our troops come home. I think that I am the only one in my city with a green light bulb. Not sure what that makes me. Oh I know a sap!

The media and a large part of the government to me is also "false" or "faked" patriotism, while giving a second or so to recognize our troops coming home to their families. Their main concern it seems is to attack our current president or law enforcement. You notice there is almost nothing on the idiot box (TV) that says support our troops. It only comes up when a large chain store has a commercial that says shop here we support our troops yet no one knows how they support our troops.

Government and the media want to flood the country with refugees with the same ideology as the scum of the earth we are fighting. The media and the government hide the facts behind terrorist attacks to protect those of the same religion. That is understandable but the media and the government also treat terrorist as if they ran a red light. In local courts, one recent ball of garbage was on trial in a New York court when he should have been handed over to the military. I could go on and on but just so you know, and I'm sure you do, that our corrupt government and our media is a joke to the world.

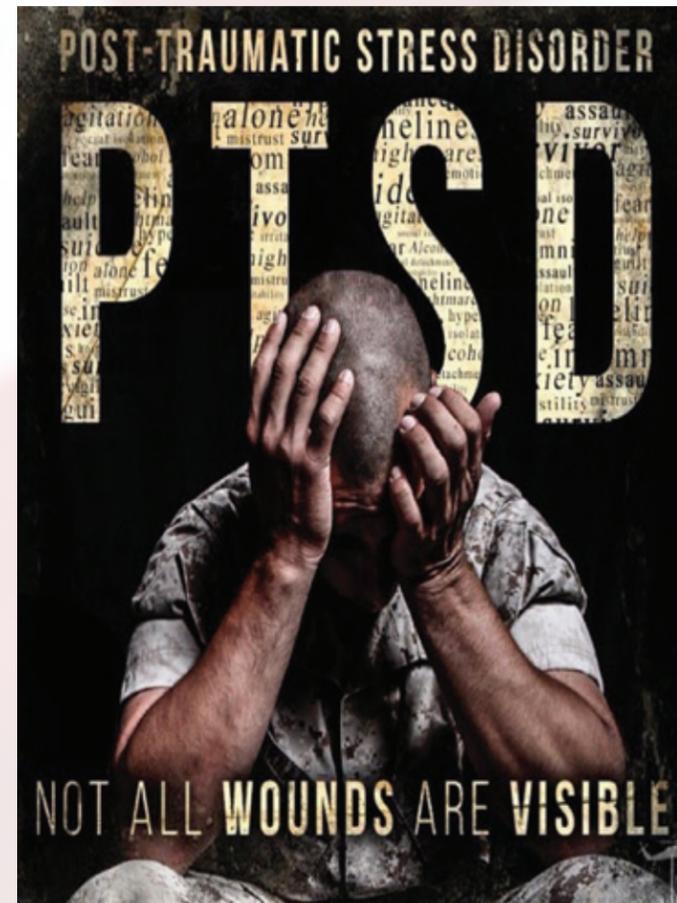
For the sports teams that kneel I don't think that they are not patriotic, I think there just ignorant to what patriotism really means because they have done nothing for this country, and nothing for anyone else but themselves. As a patriot I can't understand why everyone doesn't understand how a person could NOT be a patriot living in the greatest country in the world. The knee takers are not patriots. . . . They're just ignorant to what patriotism means. Most millionaire athletes were coddled all there life. Most people never give the war or our vets a second thought. In case you didn't know that is by design by the media and the government.

Patriotism cannot be bought, cannot be stolen, cannot be earned it's just something you have to live. While I'm not a combat Veteran I have been half way around the world, and I've been to third world countries where families trade their daughters for a goat because they feel the goat benefits the family better. Countries where the government tells everyone what to do, and where the government decides who lives and who dies. You have no opinion and no say in what your government does. With the exception of the goat thing.

In WWI, WWII, every American took part in some way. People were donating, buying bonds; women were working in factories building planes, tanks, and anything to support the wars. Now almost no one does anything with the exception of the families of the vets and the Military men and women. Don't get me wrong I'm hearing a lot of good things about VA communities coming and their nonprofit, (which I will keep you posted on).

At some point patriotism was traded off for obedience. The "fake" patriot government understands a patriot will die for his country and his rights. That is why the media show almost nothing about the war and tell "we the people" that the people we are fighting are really sweet people and they just need a hug. They are now calling terrorist attacks "Lone Wolf" attacks so as to not anger the people of America. If they say "Lone Wolf" takes the religion of the attacker out of the picture. Get it? It's a twisting of the facts. By hiding real men and patriots from Americans it is easier to feminize the American man, and that is why Anafra was formed. Could you imagine our troops with skinny jeans ready to scratch your eyes out? The government sees feminine men easier to control and which they are. They run around worshipping pop singers and plan on taking on the world. Let me take a second I'm laughing to hard to think. Anafra is their followers are kind of an anti-patriot joke.

Bottom line. . . the main reason patriotism is really being blocked is because it is unwanted by our government because Patriotism can't be stopped. That has been proven in every war in history. And we can damn sure prove our patriotism here on American soil. Keep pushing Patriots, and we will push back.



RIDING IN THE ELEMENTS

By: Hollywood

Riding in the different elements is part of the territory when you're a biker. Is this where we separate the men from the boys, or is it the Smart vs. Crazy's? Hmmm, good question and one that seems to pop up often.

Now I do consider myself a true biker in the sense that this is what I do in my daily life and my life revolves around it. Some call it "crazy." Then you have your biker enthusiast. Some call them "smart." Are they?

Now even I will not roll out in a full blown down pour unless I have to, but here is the distinct difference between the biker and the motorcycle enthusiast.

As a biker, I see a "chance of showers" as a possibility in that I may "get wet." Sounds kinky I know but keep your minds out of the gutter for a second. We don't let a chance of anything prevent us from riding in other words. Why? Because that's what we do. It's part of the passion, taking the good with the bad. So be it a brother, a friend in need, or an event, a biker will be there.

NOW let's chat about the "enthusiast." Now I know some of you didn't realize that weather was part of the package but guess what kids, we're bikers not cagers.

Yes your bike may get dirty but guess what, IT IS WASHABLE and so are you. Did you buy a bike because a television show made it look cool, or did you buy a bike to become a biker? Truly I can't even use any clever gender related name because there are women out there with bigger nuts than some of you men, so to insult the southern region of a female would be unjust.

If you want to become a biker it takes more than chain wallets and rings, it takes pride, heart, and dedication. A passion or fire inside. No, not the kind you need Roloids or penicillin. I'm talking a wild and crazy passion for the open road.

You either get it or you don't and trust me, we see who shows up at the biker functions and who don't when there is a "chance of rain" or it's below 60°. Well my dad always told me to dress for success. What's that mean to you? Proper riding gear for whatever element of weather you're riding in. Chaps, coat, gloves, whatever it takes to be comfortable while riding, and you saddle up and ride. You go to the functions, you get out and support biker friendly establishments, and you support your biker community, but most importantly, YOU GET OUT AND RIDE!



EVENT CALENDAR

LOUISIANA EVENTS

JANUARY 6TH
HOG MEETING
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HOG MEETING 7PM

JANUARY 10TH
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JANUARY 14TH
CHIPPENDALES
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JANUARY 20TH
BIKE SHOW
Easy Riders Bike Show Tour
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JANUARY 21ST
BIKES AND BABES CONTEST!
Sunday 1pm till 6 pm
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Mike Bruno's BAYOU COUNTRY HARLEY-DAVIDSON

THE HISTORY OF MOTORCYCLES - PT5 WAR MACHINES

By: Melanie Schwarte
Re-Print by Request



The importance of the motorcycle in The Great War is often overlooked, although the motorcycle was one of the most prolific tools in the Allied arsenal. Messengers on horseback were replaced by riders on motorcycles, and quickly became the most reliable source of communication in battle. Communications technology was highly unreliable during WWI, and based on the virtue of speed alone, motorcycles became the best way for the military to transfer orders, reports, and maps between units.

Now, I know what you're thinking... Riding is dangerous enough on any given day, so who the hell wants to do it in the middle of full blown combat? I have to admit, at first thought the motorcycle seems like an unlikely choice for combat equipment. It lacks armor, leaving the operator totally exposed and it can be quite easily damaged. But sometimes what is needed in battle is speed and agility... and the nimble motorcycle was irreplaceable on the battlefield. Imagine the kahones on those guys (or maybe they were just nuts in general), but whatever the reasoning behind the action, riding through shot and shell to secure victory is pretty damn impressive to me.

Motorcycles were used for more than just messaging in WWI. The versatility of these machines clearly helped them play a hugely significant role in the logistics of war... even more so than cars. In addition to dispatch and courier duties they were used for reconnaissance and patrol, as ammunition and medical supply carriers, and for casualty evacuation. They also modified motorcycles to act as field ambulances, as well as mounting machine guns to sidecars for combat.

When the US entered WWI, we brought motorcycles from several US companies to help on the front lines. The bulk of motorcycles came from Indian and Harley Davidson, but motorcycles produced by Excelsior, Henderson, and others also made it into battle in Europe. So what does all of this do to the motorcycle industry? Let's take a look at three key players from the start of the production era, and where they end up at the end of WWI.

Harley Davison introduced the first side car in 1914, followed by a brief return to the use of chain versus belt driven motorcycles to help combat the problems associated with using leather belts. (The slippage, stretching, and rotting of leather belts was unacceptable to the manufacturer.) Some of these models were briefly available with a two speed transmission in the rear hub. In 1915, Harley introduced the three speed sliding gear transmission with the final and primary drive on the same side. By 1917, one third of Harley Davidson production is purchased by the US Army. 1917 also brought about the creation

of Harley's Quartermaster School, designed to train Army mechanics, the school was retained after the war as the Service School; providing factory trained mechanics for Harley Davidson dealerships. By 1918 almost half of all Harley Davidson motorcycles are sold for use by the US military, with a total of 20,000 motorcycles produced for the troops in WWI. After Armistice was signed, Corporal Roy Holtz became the first American soldier to enter Germany, and he did so, on a Harley.

During the war, Indian Motorcycles were continuing to grow. By 1914, Indian had over 3,000 employees working on a seven mile long assembly line in its Springfield, Massachusetts plant. This same year, Indian debuts the world's first motorcycle with electric lights and starter. By 1916, Indian has also introduced the 61 cubic inch Powerplus side valve engine. In 1918, Indian improves upon this by introducing the overhead cam, 4 valves per cylinder Powerplus model. By the end of the war, Indian had supported the war effort with an incredible 41,000 machines.

Despite its strong connection to Germany, Triumph takes its place in WWI history on the Allied side. How's that for an uncomfortable partnership? In 1914, Triumph was chosen by Colonel Claude Holbrook to supply the Type H motorcycle for Allied military service. The Type H was the first motorcycle produced by Triumph without pedals, the first "true motorcycle" for the company. The Type H originally had a belt driven rear wheel and a 499 cc air cooled 4 stroke single cylinder engine. The re-vamped model H, in particular, was regarded by many as having been the first "modern motorcycle" introduced in 1915; it had a 550 cc side valve 4 stroke engine with a 3 speed gear box and belt transmission. It was so popular that it gained the nickname "Trusty Triumph". Triumph would eventually contribute 30,000 motorcycles to the military over the course of WWI.

The versatility of motorcycles clearly helped them to play a significant role in the logistics of WWI... even more so than cars. Motorcycles were integral in the success of the Allied troops, and turned a relatively new and underdeveloped industry into a world-wide phenomenon. Next time we will take a look at post war motorcycle history, and how the Great Depression turned motorcycle production into a sink or swim industry.

Melanie Schwarte, Thunder Roads Iowa
Melanie@thunderroadsiowa.com



Maritime Biker

By: Andrew Fehn

"CAPTAIN BOSCO"



Captain Steve took a much needed break this month so I thought I would introduce you to our January Maritime Biker.

There you are sitting in your car facing a river that you need to cross. Not to mention, it's the greatest river in North America and in the top 5 most famous rivers in the world! The mighty Mississippi has been written about in many books and movies ranging from topics such as death, war, folk tales, industry, transportation, mystery, and intense romance. Conquering this river is obviously impossible but if you need to cross it in your vehicle, or on your bike, chances are Captain Lester aka Bosco Ledet III is at command. He is Thunder Roads La/Ms Ferry boat Captain extraordinaire.

Captain Bosco is as cool as they come despite the extreme danger that exists with this occupation. His only concern is the safety of his passengers and of everyone in the vicinity while maneuvering his nearly 900 ton vessel across heavy river traffic. Many people couldn't mentally handle this kind of pressure on a daily basis. Bosco's is married to Shannon and she is a Lieutenant in the United States Coast Guard which ironically, she could board his ferry, see a violation, and shut him down! (Advice to Bosco, be nice to Shannon) :)

Cruising on his two bikes must be awesome therapy from the job apart from life in general. Bosco has been running these boats for 28 years and holds a 1600 ton Master license with Towing Endorsement Management Certified and a degree in Maritime Transportation.

Featured here in this story is Bosco's 2012 Harley Ultra Classic Limited #103. When he is not cruising on his Harley he rides 2000 Kawasaki 1500cc. Thunder roads salutes Bosco and Maritime Bikers everywhere. If you want to be featured in Maritime Biker, send your story to captain Steve- he will be back on with us in the February issue.

Email captstvetrmla@gmail.com

Til next month, keep the shiny side up and the thunder rolling...



BOSCO AND WIFE SHANNON



BOSCO AT THE BEGINNING OF HIS CAREER --HAHA



BULLET POINTS

THE KALASHNIKOV PT. 2

PHOTOS AND ARTICLE BY: BRODY KENNEN

Kalashnikovs come in many different forms due to the variation in the countries that produce them. In some countries, the rifles are still produced the same today as they were the day they were modeled off their Soviet counterparts, namely the AKM. In places like China and Poland, they adapted what they learned from Type-III AK-47s and AKMs to make updated models which operated with new calibers. Poland switched to 5.56mm, in 1996, for their Beryl rifles and China went to 5.8x42mm for their QBZ rifles, in 1987.



In the United States, the rifles that we see keep the form of a regular Kalashnikov despite there being several imported variants. For example, the M70 rifles imported from Serbia, by the Zastava Military Arms group, differ heavily from Russian AKMs and are typically referred to as "Yugos". There are several types of M70s including the O-PAP, the N-PAP, an M70 underfolder – modeled off the Serbian M70AB2 – and an M92PV pistol. Standard furniture sets, utilized on AKM-pattern rifles, do not fit on the Yugo rifles. Due to the Yugoslav Wars, stemming from the dissolution of the Yugoslavia SFR, quite a few of the wooden stock kits (buttstock, pistol grip and fore-end pieces) are emblazoned with armory markings and trench art and are highly sought after by collectors.

The Black Sheep of Kalashnikovs are probably the under-folding stock variants. The stamped metal stock is both uncomfortable to shoulder and tends to slap the user's cheekbone when the rifle is fired. There are a handful of remedies for these issues that don't hinder the folding of the stock: such as paracord or various branded cheek-rests. Several companies also make modified replacement adapters for the under-folding mechanism within the trunnion. The rifle, which I had the pleasure of running, was a Century Arms AK-63D. The under-folders are generally kept in the KISS setup; minor upgrades such as a Troy Industries railed gas tube allow for the use of a forward mounted red-dot optic. Add a matching Hungarian sling and a magazine carrier, and you have the perfect grab-and-go rifle to drive off with. I never found there to be any quality issues with this Century Arms rifle, but always make sure to do your research on them first. As is the fashion, the rifle is chambered in 7.62x39mm and takes conventional Kalashnikov magazines.

Arsenal sits top of the pile when it comes to overall quality. The top two rifles coming out of Arsenal are the SLR-107 and SLR-104 series; in both 7.62x39mm and 5.45x39mm, respectively. These are the two rifles that are the closest for anyone to build Russian Military AK-103 or AK-74M clones of, and it is extremely



popular to do so – within the Kalashnikov community. Arsenal also offers a few lines of 5.56x45mm NATO options. All the chamberings come in rifle, pistol or short-barreled rifle configurations; though the 7.62x39mm option is on a heavier milled receiver instead of a stamped.

For those who want the stereotypical AK-platform rifle, they'll want any of the SLR-107 options. All of Arsenal's options including a left folding-stock, except for the latest SLR-107R. The standard 107F-model lacks a left-side scope rail attachment point on the receiver. All the receivers are standard 1mm thick to Bulgarian specifications. If you wish to emulate an older AKM, then the 107R is the suggested rifle due to the lack of a folding stock and that it was introduced as the lower-costing competitor to other brands – while retaining the tighter mechanical tolerances. These are, arguably, the highest quality stock Kalashnikovs on the American market. Multiple companies, such as Rifle Dynamics, utilize Arsenal rifles as their base rifle platform to modify and improve upon. This has been shared with Izhmash's Saiga-line of rifles prior to the 2014 sanctions of Russia, due to the intervention in the Ukraine.



While there are no more truly Russian options – when it comes to imports – there are plenty of options to choose from, if you decide that a Kalashnikov is the rifle platform which you wish to utilize.

If you want to see extended versions of these articles, then visit www.thearmednovelist.com. Questions or comments? Email thistheline3@gmail.com.

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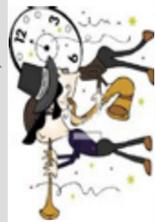
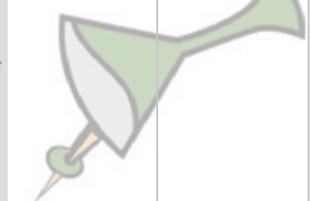
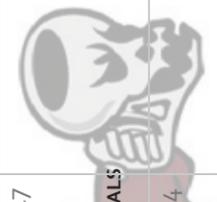
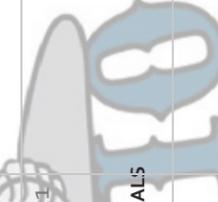


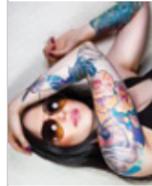
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PHOTOGRAPHER: CLARKE JONES

January 2018

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7	8 9 10 BIKE NIGHT AND LINGERIE FREE FOOD-DRINK SPECIALS & MUSIC! 6:30p-11p	11 BIKE NIGHT FREE FOOD-DRINK SPECIALS & MUSIC! 6:30p-11p	12	13	14
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21 BIKER BABE MODEL CONTEST*	22 23 BIKE NIGHT FREE FOOD-DRINK SPECIALS & MUSIC! 6:30p-11p	24 BIKE NIGHT FREE FOOD-DRINK SPECIALS & MUSIC! 6:30p-11p	25	26	27
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LIPSTICK RIDER

"KAYDE WISSMILLER"

Happy New Year's! Hope everyone's holidays were awesome. Time to start the New Year off right! Get out there this year and set new goals. Not resolutions. Resolutions always get forgotten quickly but setting goals will make you more productive. This year take the ride, buy the killer boots, try something new and go on an amazing new journey! Most importantly – treat yourself, after all, our amazingly beautiful Lipstick Riders deserve it!

Start off the New Year with a new you just like our next lipstick rider, Kayde Wissmiller. Originally from Omaha Nebraska, she moved to the New Orleans area into 2008 and started working for Bryan Chevrolet, starting in the body shop and now doing outside sales. But, in 2011 she took up a side job at a Lil Biker bar down the street from New Orleans Harley called Bar 61 so it was a popular spot for bike nights. With her new loving biker family she decided to take a ride and from there on she was hooked! After riding as a passenger for a couple years she decided that she wanted her OWN. After taking a trip as a passenger to Gatlinburg she decided that was it, she wanted to ride her own, now!

In September 2016 she bought her first bike, a 2012 Kawasaki Vulcan 900 Classic, mainly because she was afraid of not knowing how to use a clutch, and she just didn't know if she was going to like it so she decided not to spend too much money on it. But, after 2 days of riding with her Dad, it was a done deal.

Kayde told me that riding was like a mind eraser and that the sound of the bike to the open road is unexplainable. "It's like everything magically disappears from the mind, the soothing feeling overtakes your whole body – it's not a care in the world for you, the bike and the road."

Her first rally was the Lonestar Rally in Galveston and she felt like one bad ass bitch out there on her own bike when 95% of the bikes had a female passenger – What a feeling! On her 1st anniversary of her riding on her own she had to scratch something off her bucket list, The Tail of The Dragon in Tennessee! Kayde said the experience was amazing and she will definitely be back to rack up some more miles in the mountains soon.

She had told me her greatest inspirations in her new life were her parents in the south, Lisa and Jose, who pushed her to ride and be awesome! Starting out this New Year on her own is pushing her to be the best new her she can be, riding on and kicking ass! That's what I call a classy Lipstick Rider!

There's Kayde's story, tell me yours, if you would to be featured as one of our bad ass Lipstick Riders just send me your story and favorite photo's to dinadupre@yahoo.com and let your story be told!

Till next year! 
Dina



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tech tips Chillin' Out

By: Nate T.

Truth be told, as I write this, I'm not in South Louisiana. I'm not even in North Louisiana. Hell, I'm so far north of there that most folks have to be told what the Mason Dixon line is. You see, I'm in the great white north of Burton, Michigan at the moment looking out the window at about eight inches of snow. There are icicles and everything. It just ain't right. Its okay though, thinking warm thoughts really helps...No, wait. I lied. It actually doesn't help one damn bit. It's still too cold for mammals out there...and I'm a happen to be a mammal (or at least I'm told so). Regardless, watching this mess outside my window reminded me that even though riding season is pretty well over, it doesn't mean we can all just sit on our laurels and watch the weeks tick by to spring. This is the time that we should be giving our scooters some much needed TLC now that we're not riding the holy merciful hell outta them with a fair portion of reckless abandon. That's right folks, it's maintenance time.

First off, I'd be looking at preserving the life of your battery. After all, there's nothing worse (almost) than getting ready for that first ride of the season only to have nothing happen when you push the go button. For future reference, this is a fair amount worse if you have a bunch of your friends (read witnesses) around to see you come up short in this department. If this is something you'd like to avoid, go ahead and find you a battery tender. Most of these hook up pretty easily and they take the guesswork out of keeping your battery alive during the off season. On top of that, newer ones are pretty intelligent and can even prolong the life of whatever battery you choose to go in your scooter. This really is a no-brainer. Spend around \$40, plug it in, and don't spend a couple hundred replacing your battery in the spring.

Second, taking your tires into consideration would be a wise choice. Those shoes are not cheap and how you deal with them over the winter could be the difference between riding another season or forking over several hundred samoleans you didn't really plan on. To start, make sure you give them a good once over. If there are any chunks missing, cuts, or weather checking, they probably weren't long for this world anyways. If not, make sure they're kept at the operating pressure your manual states. Don't let them sit in one place for too awful long either. This may not be a huge issue in warmer states or on tires made with harder compounds, but you can develop flat spots whose effects can range from an annoying vibration to all out having to replacing the rubber. Just roll the bike back or forward a little bit every few weeks so that the same patch isn't in contact with the concrete the bike is sitting on. I'll admit that this is kind of a mixed bag. There are probably as many instances of flat spots happening as not. For the little bit of work this takes, I wouldn't gamble it though.

The last thing I'm going to get up on a soapbox about this month is oil. I would say that for the most part, riders tend to change the oil just before riding season. After all, the oil will be the most fresh, right? While that kind of thinking isn't all wrong, its a little misguided. This is because the biggest reason we change oil is because of the impurities that end up getting into it through the process of turning high test into smiles. Unfortunately, impurities are a nastiness that just isn't oil. A bunch of it ends up being sludge that settles on parts like valves and other critical internal parts. Some of these contaminants actually ends up being acidic as well.

We all know what acid can do to metal parts, right? It ends up inviting hungry metal worms to a party inside your engine where you can't see. With that being said, your oil and filter should really be changed before you tuck your trusty steed in for the winter. Once changed, the bike should also be run until it gets to operating temperature as well. This way, that fresh, contaminant free oil will coat all of those hard earned internal parts, protecting them from those pesky metal worms. On top of that, this is one more thing that you won't have to worry about when that first good riding day shows up without warning in the spring.

In all reality, there are a lot of things we should be doing during the off season of riding. With the machine just sitting there and us sinking into the recliner for a long winter of putting on a few pounds, we surely can be a bit more productive. Instead of getting all misty-eyed at the overcast, chilly weather outside, spend some time in that shop making sure that the next riding season ends up being better than the last.

Until next time, keep it between the lines and shiny side up. Shovel on.



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PASTORS CORNER

"Behold, I will do a new thing, Now it shall spring forth; Shall you not know it? I will even make a road in the wilderness And rivers in the desert."
 Isaiah 43:19 NKJV

As I sit here looking back over my life events in 2017. I have to admit not every moment went according to my plan.

I experienced sickness and pain, death and sorrow, joy and sadness, and not every moment was filled with smiles.

Then I remembered that 2018 is a "New Year", a "New Season", a "New Day", and that God has already declared in Isaiah 43:19 that New Days will spring up.

So while I am saying goodbye to last years memories, I am saying hello to a new year's promises.

My prayer for you is that this new day will spring forth in our life. That we can each get on God's road while traveling out of the wilderness, and that we experience the refreshing that comes from drinking from the rivers He has placed in our desert.

While we can't change our past, we do not have to let our past damage our future.

Here's my quote for 2018 ...

"While my past may have been dim. God has declared my future to be bright."

Blessings, See you in the wind!

Pastor T

Email: Tinthewind@gmail.com

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Louisiana cards from last year are still eligible as well!!! Why? Because they NEVER EXPIRE and are good ALL YEAR LONG!!!

CHECK IN WITH RIDE CARD

Go to any Check in Stop listed in the magazine (opposite page) to receive lots of freebies!! Remember, these could change, so check in often!

We will be adding more stops every month throughout both states, so keep checking in!! (Registration stops are also check in stops)

BONUS CHECK-INS

Your Louisiana - Mississippi Thunder Run is supported by our participating businesses, so we ask that everyone please support them. For that reason, we will give a BONUS CHECK IN to ANY Rider spending \$10 or more at that check-in stop plus get put on a BONUS CHECK IN!!

WATCH FOR UPDATES FOR THE 2018 LA/MS THUNDER RUN IN OUR MARCH ISSUE

WIN PRIZES • GIVEAWAYS

Get out and RIDE, have fun, meet fellow Bikers and support your local Biker Friendly Businesses at the same time! Remember, the more places you check-in to, the more chances to win giveaways and prizes, and the Ultimate Grand Prize!

LAST YEARS WINNER



MONTHLY PRIZES

Each location is giving away a prize every month to one lucky winner who checked in at their location. One check-in per week. A weekly check-in gives you four chances to win a monthly prize plus more chances for the GRAND Prize!

GIVEAWAYS DISCOUNTS SPECIALS

Go to any Check in Stop listed (opposite page) to receive discounts, bonuses, free items and happy hour prices with your ride card! Remember, these could change, so check in often at your favorite ride stop!

FAVORITE STOPS

Do you have a favorite stop not listed? If we choose your suggestion, we will give you not one but Three Bonus Check-Ins -- giving your more chances to win the Grand Prize!!



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LOUISIANA/MISSISSIPPI THUNDER RUN

Off Season Discount With Ride Card Program Dec 2017 - Feb 2018

Don't let your THUNDER RUN RIDE CARD collect dust over the winter!

Visit participating locations for discounts with your RIDE CARD

If you do not have a RIDE CARD, you can get one at any of the Stops below.

These RIDE CARDS do not expire. Keep them with you at all times for the OFF SEASON DISCOUNT with RIDE CARD PROGRAM and next summer's THUNDER RUN! Present your THUNDER RUN RIDE CARD at the destinations below for discounts and specials!

WATCH FOR UPDATES FOR THE 2018 THUNDER RUN BEGINNING IN MARCH!



	STOP NAME	STOP TYPE	ADDRESS & PHONE	HOURS	DISCOUNTS WITH RIDE CARD
1	New Orleans Harley Davidson	Registration & Check In	6015 Airline Drive, Metairie (504) 208-1906	M-F 10am-7pm Sat 9a-5p, Sun 11a-4p	See Details in store
2	Magnificent Monograms	Registration & Check In	9788 Florida Blvd, Suite B Walker, LA (225) 380-1093	Tue - Fri 9-5 Sat 9-6 Closed Sun & Mon	See store for weekly deals
3	Lamplighter Lounge	Registration & Check In	1909 N.Hwy171, Lake Charles (337) 436-8987	12 noon to 12 midnight	FREE Shot
4	The BLVD BAR	Registration & Check In	2204 Williams Blvd., Kenner (504) 834-7979	1pm to 1am	Discount Happy Hour Prices
5	Taboo Harley-Davidson	Registration & Check In	2030 N. Mall Drive, Alexandria (504) 319-2981	M-F 9-6, SAT 9-5	See inside store for details
6	Jones Photography	Discount Stop	Gretna (504) 919-1874 elguapocousteau@gmail.com	24hrs a day	No sitting fee for Bikes/Weddings
7	Black Jacks Bar n Grill	Registration & Check In	2400 21st St, Kenner, LA (504) 667-3047	Sun 11a-12a, M-W-3p-12a, Th-Sat 11a-2am	Happy Hour Prices 10% off food
8	Whitey's Fishing Hole	Registration & Check In	1026 Avenue A Marrero, LA (504) 702-8333	10am-till 7 days a week	daily specials and discounts
9	LA Smokehouse	Registration & Check In	8300 Earhart Blvd #103 New Orleans (504) 265-8905	M-Th 11am-8pm Fri-Sat 11am-9pm	See Details in store
10	Nicholls Photography	Registration & Check In	Shreveport, LA (318) 963-1748	Anytime	20% off Photo Session
11	Voodoo Harley Davidson	CHECK IN ONLY	French Quarter 812 Decatur St., New Orleans (504) 561-0263	Mon to Sat 9-7 Sunday 10-6	See store for specials
12	Bourbon Street Harley Davidson	CHECK IN ONLY	235 Bourbon Sreet, New Orleans (504) 293-1820	Mon - Sat 10-10 Sunday 10-6	See store for details
13	CLICK CLICK ahhhh	Registration & Check In	Bossier City, LA (318) 461-5618	Anytime	FREE Bath Bomb with any purchase
14	KJ's Place	CHECK IN ONLY	2500 W Metairie Ave, Kenner (504) 712-0786	11am-till 7 days a week	Happy Hour prices all the time
15	Pinkfuzzystar Designs	Discount Stop	New Orleans Area dbprospere@gmail.com	9-5 M-F	Ask about Discounts

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DRESS FOR THE CRASH WITH AIRBAG VESTS

BY GLENN C. MCGOVERN

MOTORCYCLE TRIAL ATTORNEY AND MSF BASIC INSTRUCTOR

As a motorcycle attorney, I get to talk with many motorcyclists that survived crashes. I also get to meet and talk with the spouse or parents of motorcyclists that do not survive a crash and die. It makes me carefully analyze how each crash happened. It also makes me analyze how the fatal victims of motorcycle crashes could have survived. I have had my share of serious crashes in World Veterans motocross races around the world from Namur, Belgium to Glen Helen, CA. I have survived only because I learned early on to dress for the inevitable crash as best you can.

Motorcycle protective riding gear technology has advanced so far from my early years of racing in 1973! Some of the "advances" actually did not work! I busted ligaments in my knee due to defectively designed Scott plastic boots that protect your leg from breaking but tore up your knee ligaments. I broke collarbones due to the first Bell full coverage heavy fiberglass helmets that protected your face but always broke your collarbone on the bottom chin area when you fell. However, this was a vast improvement over ¾ helmets with Joffa mouth guards. I had many a Joffa mouth protector slice my nose as I slid backward on the ground face first in a crash! My Leatt neck brace broke, but my neck did not. In fact, I broke another Leatt neck brace at Namur also at the FIM World Vet Championships. I would not have survived to race the second round at Donington Park World Veterans Championship race if not for the Leatt neck brace.

Some opine that safety gear is too restrictive. Others opine that such safety gear is too expensive. To those I say you have never felt how restrictive it is to be in a plaster cast for 8 weeks nor paid a \$2500 hospital insurance deductible for one crash! I believe in wearing the best and safest motorcycle gear you can. I also believe if those choose not to want to wear such safety gear, then that is their right to do so, but the sad reality is they are more likely to sustain serious or fatal injuries in a crash, but they have that freedom of choice. (I respect that, but I do not understand how anyone would not protect themselves and their loved ones by managing risks responsibly.)

Moto GP road racing motorcycle riders crash a lot at very high speeds. Yet, fatal crashes are rarer and rarer in Moto GP racing. Part of this is due to better track designs but a large part is due to better protective gear, especially the new airbag vests and race suits technology. This airbag technology has trickled down to be affordable for street and track day riders. In Louisiana in 2017 it is projected by L.S.U. 89 motorcycle riders will be killed. We cannot afford to lose brother riders. Motorcycle riding is all about managing the risks. You can manage some risks.

There are now available airbags installed in vests and in full coverage leathers at reasonable costs. Some of the systems are upper vests and have great ventilation, making them wearable even in hot weather. The costs run from \$500 to over \$1200 depending on the protection offered. Some deploy in as little as 25 milliseconds with GPS computer activated systems and there are lower cost systems with tethers chords you attach to the motorcycle that deploy in less than 75 milliseconds. All offer impressive protection for internal organs, ribs, lumbar and cervical bones. Moto GP riders have crashed at over 200 M.P.H. with the \$2300 Alpinestar full leather airbag system in full coverage leather race suit with GPS computer activation with no serious injuries. But there are less expensive systems that actually work better for street use available for under \$650 that offer the same super protection for internal organs, ribs, lumbar and cervical bones! Therefore, for less than the cost of a mid-line full coverage street helmet you can protect the rest of your body from high-speed impacts and survive to ride again!

Let us look at some airbag systems everyone can afford to buy and are practical to use.

Merlin Universal Air Bag-\$500

The Merlin Universal Airbag is a slip-on vest that works over any motorcycle jacket to provide Level 2 protection to your neck, spine and tailbone. The Airbag inflates in 80 milliseconds when the CO2 canister is activated. It is the lowest cost system available and the newest on the market.

The Held Airbag System by Helite-\$625-\$649

I really like this system the first time put it on! I put it over a ventilated Joe Rocket style mesh vest and with the Held Airbag System vest on top in hot weather. With

this system, you will still be cool in hot weather with excellent ventilation. The Held Airbag Vest is an inflatable protective vest designed by Helite. It's available in bright yellow high visibility color or black with high visibility silver markings. The Held Airbag Vest can be worn by the riders as well as their passenger and is lightweight and discreet. Just attach the release cord under your seat, mount the bike, attach the cord to your vest and you're ready to roll. Accidental activation is virtually impossible, as deployment of the airbag requires a minimum pull of 66 pounds. The Held Airbag Vest goes one-step further in protection with the addition of a removable SAS-TEC back and tailbone protector along with 3M Scotch lite reflectors for greater visibility. In the event of an accident, the airbag deploys utilizing a 100% mechanical trigger. This results in maximum reliability with no maintenance. Upon activation, a spring-loaded piston pierces the CO2 cartridge and rapidly inflates the airbag around the neck and body. After deployment, the airbag can be reloaded with a fresh CO2 cartridge (sold separately) and is ready to protect again. It inflates completely within 0.1 seconds. It is a cheaper, simpler system to use and maintain compared to the more expensive GPS/computer activated battery operated systems that require periodic maintenance and a fully charge battery. The GPS/computer systems are good for one crash only. The Helite system only needs a new CO2 cartridge loaded in to reuse in most instances. Of course, the GPS/Computer system vest deploy in as little as 25 milliseconds vs. 60-75 milliseconds for the manual tether systems. (I think the costs and less maintenance is a good trade-off for the slightly slower deploy time in less than 60 mph crashes.)

Spidi Full DPS Airbag Vest-Spidi Full DPS Airbag Vest-\$750

The Spidi Full DPS Vest is an inflatable neck and chest protector. The 22-liter vest wraps the rider's torso and neck, increasing the safety level in the event of a crash. Total activation time is 200 milliseconds. The Spidi Full DPS Vest is rechargeable and reusable after discharge by just replacing the 60cc CO2 cartridge.

Helite GP Air Track Vest-\$829

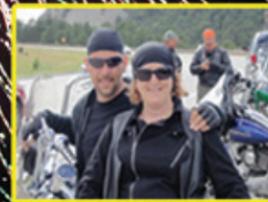
With an aerodynamic design and flexible fit, the Helite GP Air Track Airbag Vest is specially developed for the racetrack. It also works for leather jackets with humps for the street rider. With the GP Air Track Vest there is no front zipper or buckle on the chest. This is in order to allow the rider much more ease when sliding from side to side on the tank. With the integrated foam surrounding the cartridge area, you won't even notice it's there. This vest has room for your race hump and you can move all over the bike with ease. It also has a 74-millisecond deployment time for faster track speed crashes. It is the fastest mechanically triggered airbag available.

Alpinestars Tech Air Street Airbag Vest-\$1,149.95

The Tech Air Street Airbag System is a state-of-the-art, tether-free airbag protection system designed to be used with Alpinestars' Tech Air Street prepared riding gear. The onboard computer system uses Alpinestars' proprietary algorithms to process the information gathered by the vest's accelerometers and gyroscope. Should the system sense a crash, it will deploy a protective airbag, providing comprehensive protection to the rider's full back, shoulders, kidney area and chest. The Tech Air is ready to go right out of the box—no need to install sensors on the bike or go through a complicated pairing process. Simply install the vest in a compatible jacket and go ride. The vest's ever-vigilant ACU is able to detect that things are going awry within 30-60 milliseconds, even when hit from behind at a stop light. It then triggers the dual argon inflator charges, fully inflating the system's airbag in 25 milliseconds.

CONCLUSION

Brain damage due to internal bleeding is the top cause of death in 60% of the fatal motorcycle crashes. Internal injuries are the second most common cause of death due to massive internal organ trauma injuries. These new airbag vests offer fantastic protection for massive internal injuries. They can be worn comfortably, even in hot weather. So, what's your excuse for not wearing protection that costs less than your health insurance medical deductible? Answer: Now you have no excuse!



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THUNDER ROADS COLORADO



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THUNDER ROADS FLORIDA



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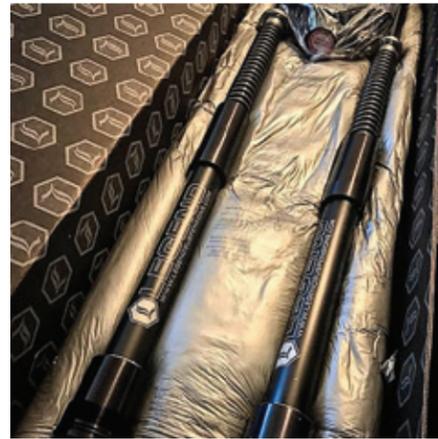
Legend Suspension Axeo Fork Cartridges

By: Scott High

Legend Suspensions has been around the motorcycle suspension game for almost 20 years, since 1998 when owner Jesse Jurens introduced the first air suspension for Softails. Regular readers may remember last year we reviewed their Revo A coil spring shocks. We wrote in the review how impressed we were with the ride quality and control the shocks gave us over stock, riding 2 up, the rear of the bike feels almost like it is floating. You still feel bigger bumps, but hard hits and bottoming out are a thing of the past. This time Legend sent us a set of their Axeo monotube fork cartridges. We installed them on the same 2014 HD Ultra Limited as the Revo A shocks. I can't start the review without mentioning how much putting great shocks on the rear will highlight the weaknesses of the stock forks. The Axeo cartridges, like their shocks, are extremely well made, cnc machined and anodized black, they come well packed for shipping. They are packaged with a quart of Maxima fork oil and top out springs. Installation is pretty straight forward but I wouldn't attempt it without the proper service manual for your bike, you may need a couple of tools you don't already have so check your service manual. If you have ever had your fork legs in your hands it's not that difficult, it may take a little longer if you haven't but if you service your bike and have a jack or a lift and can get your wheels off the ground you can install these pretty easily, or have them installed at one of our advertisers shops. Remove your forks per your service manual, remove the internals, clean the tubes and replace the seals and bushings if needed. Then you adjust the preload on the cartridges for your weight and riding style, add the proper amount of oil from the chart on the instruction sheet, bleed the air from the system so that the hydraulic bump stops work properly, install the cartridges per the supplied instructions then reinstall the forks according to the service manual. I found the preload adjustment chart on the instructions to be spot on for me. Like the shocks, there is a break-in period. After about 500 miles the springs settled in and the preload is perfect. The ride quality is so much better than stock it's hard to describe. Little things like riding over tar strips on the road I could feel the bars vibrating with the stock forks, with the Axeo I can't even feel

them. You can feel bigger bumps but you never get a hard jolt. They are a dual chamber system, the first chamber is filled with oil and the valve moving through the oil handles small and medium bumps, the second chamber is pressurized nitrogen and smooths the biggest hits.

Brake dive is almost nonexistent but the forks aren't stiff, firmer than stock but in a good way. The real benefit to me is the handling. The front tire feels more directly connected to the handlebars because the monotubes make the fork legs less flexible, so your handlebar inputs seem more precise and changing directions is quicker, and because the forks don't squat as much in curves you have a little more lean angle before the floorboards start to scrape. The tire doesn't skip when you are pushing hard into curves so traction is better. Legend says that 80% of comfort comes from the shocks, and 80% of performance comes from the forks. That has to be pretty close, I won't say they make a 900 pound touring bike handle like a sport bike, but they do make a 900 pound touring bike handle way better than one with stock fork internals. The Revo A shocks and the Axeo forks together, set up for our bike and weight, give us a much more comfortable, better performing, better handling, smoother riding and safer bike. Legend Axeo forks are available for Trikes from 14 to present, Dynas from 06 and up, and touring bikes from 97 to present in stock length and 1 inch lower for most bikes. The 17 and up cartridges retain the stock dual bending valve from the newer forks, and they recently introduced a fork specifically for touring bikes with 23 inch front wheels. You can get them from our advertisers, both dealers and independent retailers that order from Drag Specialties.



WE'D EAT DAT

BY: RENEE

FUZZY & BOB'S... WHERE EVERYTHING IS FRESH AND HOMEMADE

While the Road crew was out pounding pavement again, of course we got hungry. Ducked off the highway in Belle Chase, is a new seafood restaurant with a name that sticks into your head. Fuzzy and Bob's? I laughed out loud when I saw the sign. But when you walk in to this mom and pop place you feel like you are over at a friend's house for dinner. The staff immediately greets you at the door and seats you or you can seat yourself. The owners Fuzzy and Bob (son in law and father in law) worked the oil fields for many years and just decided it was time to retire and time to start a new goal. Fuzzy has always been known to friends and family as being a great cook, and he enjoyed it so much that he and his paw in law Bob decided to go into business together, and Fuzzy and Bobs Seafood Restaurant became a reality.

I got a tour of the kitchen and boiling room and I was very impressed how clean the kitchen was. The food I was told is always fresh and never frozen. And none of the seafood they serve comes from China or any other foreign waters. All Louisiana caught, supporting our Louisiana Fishermen, and that will keep me going back to have a meal.

We sat down to order and owners, Fuzzy and Bob and Fuzzy's wife came over to our table and sat down with us for a bit talking about the food, the weather, and life in general. It was like we were old friends. I ate the soft shell crab po boy- featured here and Uncle Jerry had the sloppy roast beef po boy (which I took a bite of). So if you want to try a new seafood restaurant and are in the Belle Chase area, give them a try. This restaurant is biker friendly and biker owned and has plenty of bike parking and starting in January you can come by for ALL DAY BIKE NIGHT EVERY WEDNESDAY! You won't be disappointed. They serve lunch and offer lunch specials every day. Thunder Roads Crew gives Fuzzy and Bob a 5 out of 5 stars and "we'd eat dat" over and over again.



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BIKER NEWS BYTES

FULL MOON LINKED TO MOTORCYCLE FATALITIES

BY: BILL BISH, NCOM

THE AIM/NCOM MOTORCYCLE E-NEWS SERVICE is brought to you by Aid to Injured Motorcyclists (A.I.M.) and the National Coalition of Motorcyclists (NCOM), and is sponsored by the Law Offices of Richard M. Lester. If you've been involved in any kind of accident, call us at 1-(800) ON-A-BIKE or visit www.ON-A-BIKE.com.

DATE SET FOR RETRIAL OF TWIN PEAKS CASE

After a mistrial was declared in the first Twin Peaks case to go to trial in over two years, a spring 2018 trial date has been set for the first defendant to go back on trial in the deadly shootout. The retrial date for Christopher "Jake" Carrizal, 36, will be April 2, the court coordinator for Waco's 54th District Court determined.

A mistrial was declared in the case after the jury couldn't come to any agreement on the three gang-related charges on which Carrizal was indicted in connection with the 2015 shootout involving police and bikers at Waco's Twin Peaks restaurant.

"At the end of the day they couldn't, there wasn't enough evidence that the Dallas Chapter (of the Bandidos MC), and specifically Jake Carrizal, had committed any violence against any person that wasn't self-defense," defense attorney Casie Gotro said in response to the ruling.

When leaving the McLennan County Courthouse after the hung jury resulted in mistrial, Carrizal said he knew his battle was only beginning. "We'll fight it another day," he said.

GOVERNMENT ANNOUNCES NEW TRANSPORTATION RESEARCH PARTNERSHIP

In a partnership that will raise the profile of behavioral traffic safety, the Governors Highway Safety Association (GHSA) has announced the launch of a new forum for collaborative research through the Behavioral Traffic Safety Cooperative Research Program (BTSCRCP).

Through funding from the National Highway Traffic Safety Administration (NHTSA), the BTSCRCP will conduct research projects proposed and selected by State Highway Safety Offices to provide actionable solutions that will save lives, prevent injuries, and reduce the costs of traffic crashes associated with unsafe behaviors. BTSCRCP is jointly managed by NHTSA and GHSA and executed by the Transportation

Research Board (TRB), which is part of the National Academies of Sciences, Engineering, and Medicine.

As TRB Executive Director Neil Pedersen explains, "Traffic safety has long been one of TRB's highest priorities. The vast majority of traffic crashes result from human error, so a research program that focuses on human behavior is critical. We look forward to working closely with GHSA and NHTSA in finding new ways to reduce crashes related to behavioral issues."

For each BTSCRCP research project, TRB will assemble a panel of subject matter experts to provide guidance throughout its full lifecycle, from problem statement development through final product delivery.

GHSA Research Committee Chair Thomas Glass states, "This is exciting for GHSA members and anyone working in the highway safety field. The panels can include members from law enforcement, prosecution, treatment and many other professional fields that do not work directly for an SHSO. We are benefiting not only by the collaboration of TRB, but also by the widening circle of experts that we will become active participants in highway safety research."

Information on GHSA's current research projects can be found at www.ghsa.org/resources/BTSCRCP

SAVE MOTORCYCLING

As a devastated motorcycle industry slowly recovered from the big recession nine years ago that decimated domestic sales, it was hit hard by an aging demographic. Reports of declining motorcycles sales blame an aging baby boomer generation, disinterested millennials, unaffordable prices, limited choices for new riders, licensing requirements, closures of off-road riding areas, insurance and registration costs, and a nervous overall economy.

Whatever the reason, the situation has reached so dire a point that a group of industry insiders, veteran riders, marketers and moto-journalists convened at the recent International Motorcycle Show (IMS) in Long Beach to discuss matters and come up with some solutions to save motorcycling from the steady decline it's been experiencing in the United States.

Former Indian Motorcycle executive Robert Pandya formed the 'Give A Shift' group this fall, beginning with a written survey which included 300 participants, and proceeded to a roundtable discussion in Long Beach, on Nov. 16, with 25 of the most ardent influencers.

Their key findings and comments, made anonymously for fear of offending employers and business associates, paint a bleak picture:

- Sales are flat or falling in almost every area.
- Baby boomer buyers, the most consistent motorcycle

- consumers, are aging out of the industry fast.
- The industry has failed to increase sales by making new riders out of women, minorities and millennials.
- The old dealership model is outmoded and unimaginative.
- The arrival of autonomous vehicles may push motorcycles off the road entirely.

"The message is, 'We are in trouble, and there is no silver bullet,'" Pandya said. The consortium called on the power sports industry collectively and riders individually to self-correct, self-police and work together to improve motorcycling's image and prospects.

In summary, the panel's report identifies five major areas that participants felt the motorcycle industry should focus on over the next three years:

1. Improving the desirability of motorcycles
2. Ensuring motorcycles are not forgotten amid the autonomous car boom
3. Increasing female ridership
4. The importance of self promotion
5. Improving the dealership experience

"There has never been a more compelling and interesting time in motorcycling," the report states, with consensus centering on attracting new riders in a shrinking market.

NEW STUDY FORECASTS STRONG GLOBAL ELECTRIC MOTORCYCLE GROWTH

A recent study by Infiniti Research Ltd predicts that the electric motorcycle market will grow 42% in the next five years. Reported on military-technologies.net, the detailed analysis includes all major global markets, and identifies marketing strategies and market trends through 2021.

"One trend in the market is development of long-mile range motorcycles," said one analyst on the study team. "Hence, OEMs are continuously working toward the development of battery technology so the mile-range bridge between these motorcycles and ICE (internal combustion) counterparts is reduced."

The report concludes that the most prominent driver in the market is decreasing battery prices, which allows OEMs to push cost benefit toward customers. The market is facing continuous improvement in battery technology, which has the strongest effect on both profitability and adoption rate.

The report also states that high purchase prices remain the most challenging prospect for high-performance electric motorcycles. Although while the initial cost of electric motorcycles is higher than equivalent internal combustion powered bikes, the total cost of ownership is less than that of IC-powered bikes due to the latter's higher fuel and maintenance costs.

FULL MOON LINKED TO MOTORCYCLE FATALITIES

A Canadian research study published in the British Medical Journal recently found that "distracted drivers, like those who text behind the wheel, are a danger to themselves and

ENDORSED BY THE NATIONAL COALITION OF MOTORCYCLISTS

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to others. Even a brief, momentary glance away from the road can result in life-threatening consequences."

Motorcycle riders can testify to that, but the research identifies one fatal attraction for motorists that shows up 12 times a year – the full moon.

"The researchers found that on nights illuminated by a full moon, fatal motorcycle accidents increased by 5% compared to nights without a full moon," the report concludes. "On evenings when the supermoon decorated the sky, this increased to 32%."

The study included 40 years worth of data from the United States, as well as records from the United Kingdom, Canada, and Australia.

After analyzing data from the official United States registry of motor vehicle crashes from 1975 to 2014, during which time 494 full moons and 65 supermoons appeared, researchers calculated the number of fatal crashes on full moon nights compared to nights with a quarter moon (one week before and after the full moon).

They found 4,994 fatal crashes occurred on the nights with a full moon, which is equal to 9.10 crashes per night. In contrast, a total of 8.64 fatal crashes per night occurred on nights without a full moon. Fatalities increased further under a supermoon, amounting to a total of 703 fatal crashes, or 10.82 fatal crashes per night. This means that for every two full moon nights, there was one additional fatal crash. Under the supermoon, this increased to two additional deaths.

Authors of the study believe there are at least three potential explanations for the link between motorcycle deaths and full moons, including lighting effects produced by the moon that may cause riders to misjudge their speed, or that a full moon means more riders -- or other traffic -- might take to the roads. "A different possibility is this idea of distraction -- that

glancing up at a full moon takes the rider's gaze off the road and creates a moment of inattention that can lead to a loss of control," according to the report.

OKLAHOMA TO ENFORCE "MOVE RIGHT" LAW
On November 1, the Oklahoma State Law went into effect penalizing motorists driving in the left lane, especially if they are identified by police as impeding traffic. According to a report given by Tiger Mike Revere, Liaison to the Oklahoma Confederation of Clubs at a recent NCOM Board Meeting in Oklahoma City; "Law Enforcement WILL issue tickets, especially since it's probably going to constitute a Revenue Generation Tool to help with the State's budgetary shortfall (fines are estimated at \$285), and given that we don't have an Anti-Profiling law on the books, you can probably expect police to pull over any bikers on a Pack Ride if they're staying in the left lane, and especially if they're not passing slower traffic."

Isolated reports of this happening have been circulating already, said Revere, advising riders in the Sooner State to be careful and observant!

ARIZONA CONSIDERS LEGALIZING LANE SPLITTING
Arizona State Senator David Farnsworth (R-Mesa) has introduced a bill that would make lane splitting legal in the state, making Arizona more like neighboring California and many European and Asian countries that allow the practice, also referred to as lane filtering.

Sen. Farnsworth recently introduced the bill for the coming legislative session, which begins in January. The bill, SB 1007, strikes out the clauses in statute that make lane-splitting illegal. If the bill becomes law, it would allow motorcyclists to "overtake and pass in the same lane occupied by the vehicle being overtaken," and also would allow motorcycles to operate "between the lanes of traffic or between adjacent rows of vehicles."

Bob Eberhardt, chair of the Arizona Confederation of Motorcycle Clubs (ACMC), said he "absolutely" thought lane-splitting should be legal -- for safety reasons. Lane-splitting would likely "greatly reduce" rear-end collisions of motorcycles, he said. But he acknowledged it might take some getting used to by other motorists "until the public was aware that it was legal," Eberhardt said.

SAUDI WOMEN TO BE ALLOWED TO DRIVE MOTORCYCLES
Saudi Arabian women will be able to drive trucks and motorcycles, officials have said after the kingdom announced a historic decision to end a ban on women driving. In September, King Salman issued a decree saying women will be able to drive beginning next June 2018 as part of an ambitious reform push in the conservative kingdom.

"Yes, we will authorize women to drive motorcycles" as well as trucks, said the Saudi General Directorate of Traffic, adding that the royal decree stipulates that the law on driving will be "equal" for both men and women.

There will be no special license plate numbers for female-driven cars, officials said, but women involved in road accidents or who commit traffic violations will be dealt with at special centers that will be established and run by women.

Saudi Arabia was the only country in the world to impose a ban on women driving and its maintenance was seen around the world as a symbol of repression in the Gulf kingdom. The Saudis enforce some of the world's tightest restrictions on women, so its historic decision to allow women to drive has been cheered inside the kingdom and abroad -- and comes after decades of resistance from female activists, many of whom were jailed for flouting the ban.

QUOTABLE QUOTE: "Use the talents you possess, for the woods would be a very silent place if no birds sang except the best."

~ Henry van Dyke, poet (1852-1933)

The JOKERS WILD

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Two blondes are sitting on the beach over in the Bahama's for New Year holiday and one says, "You know I had a really bad scare just the other day", and the other blonde looks with her big green eyes and says, "What?, what happened to you?" and the other blonde looks back at her with the big violet eyes and answers, "Well, I swalled an ice-cube whole and I haven't pooped it out yet. I don't know if I should go to E.R. or not".

Lil' Johnny is always being teased by the other neighborhood boys for being stupid. Their favorite joke is to offer Lil' Johnny his choice between a nickel and a dime. Lil' Johnny always takes the nickel. One day, after Johnny takes the nickel, his friend, Buda takes him aside and says, "Johnny, those boys are always making fun of you. Don't you know that a dime is worth more than a nickel, even though the nickel is bigger?". Lil' Johnny grins really big and slanted and beams up at Buda and says, "Well, if I took the dime, they'd stop playing the game, and so far I've made \$25. bucks off off them idiots."

Quick question. If you answer this one question correctly that means you will be very wise through-out the entire New Year: WHAT IS THE DIFFERENCE BETWEEN AN ENZYME AND A HORMONE? (NOW, look away and come up with the answer). The answer is.....You can't hear an enzyme.

My New Year's resolution is to help all my friends gain 20 pounds so I look skinnier when I go out clubbing with them.

My New Year's resolution is to read more, so I already turned the subtitles On for my new 70" t.v.

Let's be real. A New Year's resolution that you actually begin after the New Year is really just something that goes in one year and out the other.

I'm really excited. I'm looking towards the future with enthusiasm. That's why I've made the choice to start my New Year's resolutions in 2019.

A bear walks up to a sidewalk cafe counter and says to the owner, "I want a grilled..... cheese." The owner says, "What's up with the pause?" The bear says, "Hello, wtf? I'm a BEAR!"

Why don't blind people skydive? It scares the dang crap out of their dogs.

I was walking down the street right after New Year's Day, when I was accosted by a particularly dirty and shabby-looking homeless man who asked me for a couple of dollars for his supper that night. I took out my wallet, extracted ten dollars and asked him, "if I give you this money, will you buy some beer with it instead of supper?" "No, I had to stop drinking years ago," the homeless man replied. "Will you use it to go fishing instead of buying yourself a hot mean?" "No, I don't waste time fishing," the homeless man said. "I need to spend all my time trying to stay alive out on these streets." "Will you spend this money on hunting equipment?" I asked. "Are you totally nuts!" replied the homeless man. "I haven't gone hunting in 30 some odd years!" "Well," I said, "I'm not going to give you money. Instead, I'm going to take you home for a shower and a terrific supper home cooked by my wife." The homeless man was astounded. "Won't your wife be furious with you for doing that and dragging me in what I'm sure is a fine home?" I quickly replied, "Don't you worry one bit about that. It's extremely important for her to see what a man looks like after he's has given up drinking, fishing and hunting."

What did the Buddhist ask the foot long hot dog vendor? "Make me One with everything."

What is Red and smells like Blue Paint? Red Paint.

So, did you hear the one about the dyslexic man who walks into a bra?

What do you get when you cross an insomniac, a dyslexic and an agnostic? Someone who lays awake at night wondering if there actually IS a dog.???

I saw a wino standing outside the liquor store eating grapes. I shook my head and told him, "too soon, dude, too soon."

Two blondes sitting at the bar and the one says, "Wow, I received so many truly gorgeous calendars for 2018 of Countries all over the world. Did you get any calendars for Christmas?" The other blonde says, "Nah, I'm just going to use the same one I had for 2017. It's all the same months."

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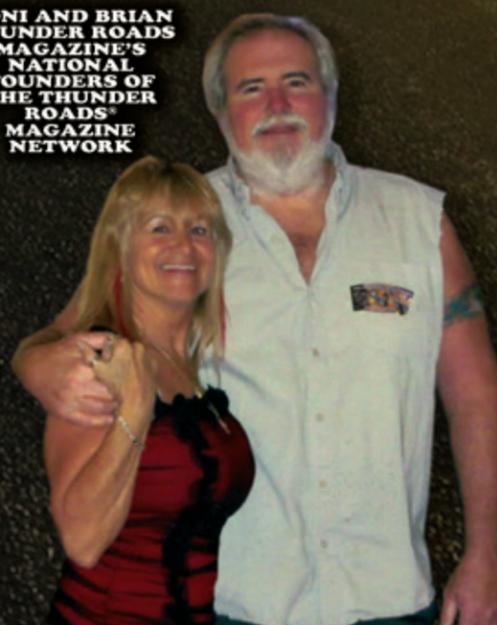
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BRIAN'S TOY RUN

Brian's Toy Run took place in Franklinton La. We were able to provide toys to 42 kids. There were a total of 15 bikes and 4 cages. Santa Clause was played by Mr. Rusty Wirth. Foster's role in the toy run was toy shopper, problem solver and present carrier in a cage. Amanda Olamann and daughter Allison King coordinated the run and arranged the times with the families and lead us to the homes of the kids. At the last stop the grandmother of some of the children who received the toys cooked and provided dinner to all of the riders and participants in this run. For as cold as the day was when we started gathering together, we were blessed with many riders who were willing to ride in the cold to make this event even more special for these kids. Though I bet every rider would say they were blessed and enjoyed it more because of those kids and the smiles they witnessed. We could not do this event without the support, donations of money and toys from our friends and riders. We are so very thankful to everyone that helped to make this event a success. We thank each and every one of you from the bottom of our hearts. We are truly looking forward to seeing them along with new faces next year.



BLUE NIGHTS MC MISSISSIPPI II

Some of the guys got together with their special helpers and raised \$2,000 for special needs children for Christmas and presented it to them at the Elks Lodge in Biloxi. Thanks guys for a job well done!



36TH ANNUAL GNO MOTORCYCLIST CHARITY FOUNDATION MAGNOLIA GIFT RUN FUN

BY GLENN C. McGOVERN, MOTORCYCLE ATTORNEY AND MSF INSTRUCTOR
EMAIL: GCMCG@MAC.COM

Only at the December 10, 2017, 36th annual Magnolia Gift could you see Santa, with his elves, Ms. Clause in a bike pulled sleigh with a Sheriff followed by, 1 percenter's, 2 percenters, Christian Motorcyclists Association bikers, Green Knights, Red Knights, sport bikers, sidecar riders, and Sheriff Joe Lopinto as Grand Marshall with his small children and wife, all escorted by Jefferson Parish Sheriff's motorcycle reserve officers. Then the group made a dramatic entrance to the Magnolia School to the delight of the students. Jefferson Parish Sheriff Joe Lopinto graciously served as Grand Marshall. The Sheriff with his entire family and GNO Motorcyclists entered the stage area to help Santa and his elves giving out gifts to every one of the 153 special needs adults at the Magnolia Community Center in Jefferson Parish. The organizers and Sheriff showed they care deeply about the community and Magnolia residents. It was a great event.

It is an amazing biker event! You see all segments of the motorcycle community on their best behavior, working together, to help the community. It was bikers at their best and giving back to the community.

The annual event was sponsored by the GNO Motorcyclist Charity Foundation, Inc., a non-profit corporation of dedicated motorcyclists who wanted to give back to the community.

It is the oldest motorcycle toy run in Louisiana. This was the 36th year.

While there were only about 156 motorcycles this year, in past years Magnolia Gift Runs had been as high as 800 motorcycles. But it was a great event with beautiful sunny weather. The crowds were on hand waving to the bikers as the past the route to the Magnolia School. This year featured a kicking biker

band—the Famous Jay B. Elston Band (Louisiana Music Band Hall of Fame Inductee!) that played for two hours before the noon safety meeting. It was great to see Santa's elves dancing to "Boom-Boom-Bang Bang" (the theme song of CSI TV show) and Steppenwolf's "Born to Be Wild"! A birthday cake for the twin children of Sheriff Lopinto Joey and Lily Lopinto was cut after everyone sang happy 7th birthday to the kids to their delight and surprise. The group then departed, sirens blasting from the JPSO Reserve Deputies motorcycles, as they departed from the Avondale Truck Stop, which was open for breakfast for the group, to the Magnolia School on River Road on its festive gift run. After the Gift Run to Magnolia sandwiches, jambalaya and refreshments were served to all with CMA serving coffee and hot chocolate.

This is not a one day event. The planning and fundraising takes place year-round. Special thanks to **Terry Nicely Key, David Key (Santa) and the G.N.O. A.B.A.T.E. officers and members, and CMA members and others** who support the charity and work all year to raise the funds to put this event on. It is a struggle to do it financially with rising costs. Many of the residents of Magnolia Community Home have no relatives. This is their only Christmas event. How can we disappoint them and have a Merry Christmas? We just can't let that happen.

Won't you help to make other needy residents Christmas a merry one next year? If your answer is YES, contact Terri Nicely Key at 504 628 4626 or go to the GNO Motorcyclists Charity Foundation, Inc. website on Facebook for more information.





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