

Tennessee Motorcyclist



242 West Main St. #195, Hendersonville, TN 37075 * info@cmtabate.com 615-566-9936

October 2020



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| Products | | | |
| Safety & Education | Carol Simpson | 615-944-9797 | csfreedom@aol.com |
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The objects and purposes of the Corporation shall be to form a united motorcyclist's organization both at the individual local level and at the State level. The Members of the Corporation shall be dedicated to promoting fair motorcycle legislation and shall ensure their freedom by working to prevent enactment of, or to repeal/modify existing unfair motorcycle legislation. The Corporation's Members shall promote and maintain motorcycling safety and awareness programs in the community.

Charter**Contacts****Meeting Times**

| | | |
|---------------------------|---|--|
| Caney Fork | Terry Presley 615-642-8025 presley7290@yahoo.com | Last Sunday of the month @ 4 pm, 107 N Fairview Ave., Gordonsville, |
| Dickson/Humphreys/Hickman | Terry "Bub" Davis 615-969-3673 terrybubdavis@yahoo.com | 3rd Thursday @ 7, VFW Dickson |
| Montgomery County | Roy West 931-627-1917 kountrycrazy@gmail.com | 1st Tuesday @ 7, Jackie's Country Kitchen, 1578 Zinc Plant Rd, Clarksville |
| Music City | Wendell Baldwin 615-838-1490 wiggles1202@yahoo.com | 1st Sunday @ 2, Skully's Old Hickory |
| Nashville | Jack Jones 615-579-4112 jdj32K@yahoo.com | 3rd Wednesday @ 7, Full Throttle Old Hickory |
| Robertson County | Roland Verchota 615-533-6368 Verchotaw@bellsouth.net | 1st Tuesday @ 7, Piggy Pit Springfield |
| Smith-Wilson-Stones River | David Marlin 615-319-8915 | 1st Sunday @ 12, The Roost Lebanon |
| Sumner County | Jeff Hollins 615-808-1618 jlhollis@yahoo.com | 3rd Thursday @ 7, VFW Hendersonville |
| Upper Cumberland | Ron Erwin 931-879-3899 | 1st Sunday * Call for location |
| Wheels of Thunder | Bob Celmer 901-465-7381 | 1st Thursday @ 7, Panchos 717 N. White Station Rd., Memphis |

Director's Column

Hello fellow riders and members. Two of our members are heading up to the Meeting of the Minds; so I'm excited when they get back to see if their heads are full of ideas. This is an event I wish all CMT/ABATE Inc. members could get a chance to go to; It is such a thrilling and exciting event. We had our Board of Directors meeting on September 13th; it was a really good meeting and I take my hat off to the Board members. There were so many intelligent people inside that room that decisions were made easily. Many of the Board members came up with great ideas. Afterwards, all the Board members sat down and ate a meal. Several of the ladies had brought crock pots full of stew; so you really missed out on a good food. Plans were made to introduce the Freedom of Choice bill for 2021. Both our State Senator and State Representative are excited about submitting the bill this year; so we've got a little bit of a head-start on that right now. When this bill is submitted in 2021, we are going to need everyone's support on this. This means you'll have

to get out there and talk to your State Representatives and your State Senators in your district. Get as many people as you can to look at what we have and to vote in our favor. A lot of work is going to have to be done by a lot of people, not just a few Tennessee motorcyclists. If you want the Freedom of Choice bill, you're going to have to work for it. Freedom doesn't come cheap, and it doesn't come easy; it's a fight. Charters around the State are starting to get back in the groove, so check with your local charters to see how you can help out. That's all I have for now so everybody out there ride safe and ride free. I will chat with you next month.

Scott Smith
CMT/ABATE INC
Corporate Director



When I was in high school, I begged my dad for a motorcycle. I showed him those beautiful color photos from the Motorcycle shop. I said, "Please Dad Please. Let's buy a motorcycle. I can come up with \$50 if you can come up with \$250." (In 1966 you could buy a fine motorcycle for \$300. Heck, a brand new fully dressed Harley 74 was \$999). My Dad's reply was, "My uncle got killed on an Indian motorcycle, and you'll not have one." Well, my Dad will be 95 next Month. He has finally quit arguing about it with me." Representative Bud Hulsey, District 2, Kingsport, TN. August 31, 2020.



Friday August 21, 2020

Motorcyclist Profiling Pushed in the House

Today the Co-Chairmen of the House Motorcycle Caucus, Rep. Burgess (R-Texas) and Rep. Walberg (R-Michigan), released a letter they authored to Speaker Pelosi and Republican Leader McCarthy asking for a vote on the House floor of H. Res 255, the motorcyclist profiling resolution. Joining Reps. Burgess and Walberg as signatories on the letters were Rep. Balderson (R-Ohio), Rep. Peterson (D-Minnesota) and Rep. Raskin (D-Maryland). These five bipartisan lawmakers should be commended for seeking a vote in the House of Representatives on this topic. The Senate passed an identical version of this resolution

in 2018 and action by the House of Representatives is overdue.

In the past three Congresses similar resolutions have been introduced in the House. In the 114th Congress H. Res 831 garnered 18 cosponsors, in the 115th Congress H. Res 318 had 37 cosponsors, and in the now H. Res 255 has 138 cosponsors and counting. This continued growth of cosponsors demonstrates that the issue of motorcyclists profiling is not going anywhere.

Put simply, 32% of House Members are cosponsors of this resolution. It is time for the House of Representatives to act! We, as motorcyclists, demand our concerns and grassroots work not be ignored. We have spent far too long fighting this battle

to be ignored any longer.

A vital tool in driving awareness and education of the issue with lawmakers has been the Motorcycle Profiling Project (MPP). For over 5 years the MPP has sought to collect data on the profiling of motorcyclists and use that data as a tool to change public policy. The MPP has been at the forefront of the fight to pass state laws on profiling. Four states, Idaho, Maryland, Louisiana and Washington have all passed state laws to address the issue in part because of the efforts of the MPP.

This year the MPP hit a milestone with 10,000th respondent to its annual survey. We at the Motorcycle Riders Foundation (MRF) commend the MPP for achieving this milestone. We at the MRF have used the data provided by the MPP to educate lawmakers and make the case that profiling is real and happening in their home states. If you haven't taken the MPP 2020 survey yet, please go to:

<https://www.surveymonkey.com/r/ZJXHM3X>

Thank you to these five Congressmen and the Motorcycle Profiling Project for leading the charge on this important topic. Now get to work Congress and pass this bipartisan resolution!

Friday September 4, 2020

Tracking Autonomous Vehicle Testing

Whether the general public knows it or not, autonomous vehicles (AVs) are being tested on our roads every day. The Motorcycle Riders Foundation, as well as other transportation groups, have voiced our concerns about the deployment of these "test vehicles" on our nation's roadways. In many cases, the type of vehicles being tested, their capabilities and the roads they use has not been public knowledge.

This week, in response to these concerns, the National Highway Traffic Safety Administration (NHTSA) unveiled a new website that allows individuals to see where autonomous vehicles are being tested. While only a pilot program, the website allows users to see the cities where tests are taking place, the make and model of vehicles, the number of vehicles being tested and, in some cases, the actual streets where the AVs are deployed.

Currently, a limited number of states and manufacturers are participating in the program. The participating companies are Beep, Cruise, Fiat Chrysler Automobiles, Local Motors, Navya, Nuro, Toyota, Uber, and Waymo, with data available in numerous states.

"Through this initiative, the Department is creating a formal platform for Federal, State, and local government to coordinate and share information in a standard way," said U.S. Transportation Secretary Elaine L. Chao.

We encourage you to visit the website and see if AVs are being tested in your town. Feel free to share this information with non-riders as well, since all roadway users will be impacted by the testing of AVs. Remember this data is constantly being updated so check back often.

<https://www.nhtsa.gov/automated-vehicles-safety/av-test-initiative-tracking-tool>

About Motorcycle Riders Foundation
The Motorcycle Riders Foundation (MRF)

provides leadership at the federal level for states' motorcyclists' rights organizations as well as motorcycle clubs and individual riders. The MRF is chiefly concerned with issues at the national and international levels that impact the freedom and safety of American street motorcyclists. The MRF is committed to being a national advocate for the advancement of motorcycling and its associated lifestyle and works in conjunction with its partners to help educate elected officials and policymakers in Washington and beyond.



Ride with the Leaders™

"We're in the
Freedom Business."
- Karen Bolin

[MRF Home Page](#) | [Join the MRF](#) | [Conference Info](#) | [More News from D.C.](#) | [Find Your State MRF Rep](#)

MRF State Rep Report –

"Procrastination is the art of keeping up with yesterday."

– Don Marquis

Washington DC is not really "quiet" these days, but there is just not much going on that directly affects us as motorcyclists. That's not to say that there aren't some important issues on the table that need to be addressed. But, all the attention seems to be on COVID relief packages and the election, which puts our issues on the back burner.

There is an effort to get the anti-profiling resolution brought to the floor of the House for a vote. We have 138 cosponsors signed on in support of this bill, including two Representatives from Tennessee.

The current highway funding bill expires at the end of September, and the House has passed a bill that included several provisions that we support. However the Senate has not made significant progress on their version of the bill.

These important bills are waiting for action in their respective chambers. But our Representatives and Senators are preoccupied with other concerns. For issues

that are important to us, but perhaps not to the general public (such as the anti-profiling resolution), we will need to keep the pressure on to get them moving. For the critical issues, like the highway funding bill, the pressure will come naturally. They can only put it off for so long, and then will need to rush a bill through, which may give us an opportunity to add some favorable provisions without significant objection, but may also rob us of the chance to craft the bill to meet our needs. That procrastination, and the resulting rush to complete these bills in a short time, requires us to stay vigilant to ensure our specific issues are properly addressed in order to protect our right to...

...Ride Free,
-- Ed



Ed Domine
MRF State Rep
CMT/ABATE



ADVERTISE IN OUR NEWSLETTER

Do you know a business that could benefit from some affordable advertising to motorcycle enthusiasts each month? Tell them about our newsletter.

Full Page—\$130/mo.

Half Page—\$70/mo.

Quarter page—\$45/mo.

Business Card—\$20/mo.

If interested, please contact the CMT/ABATE office at info@cmtabate.com or call 615-566-9936. Deadline is the 10th of the month for the following month's issue. Ad payments are non-refundable. A typesetting fee may be charged for non-print ready ads. Please forward artwork in jpeg format if possible to newspaperabate@gmail.com






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- Member of Sturgis Hall of Fame

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Paid Advertisement

MAKE A DIFFERENCE.
SUPPORT THE ORGANIZATION THAT SUPPORTS YOU!!
Our hearts and minds are in the right place, but our bank account is nearly empty.
HELP TODAY!!



BE A TENNESSEE MOTORCYCLIST **BOOSTER!**
CMT/ABATE NEEDS YOUR SUPPORT AND WE

THANK YOU!

CMT/ABATE, Inc.
242 West Main St.
#195, Hendersonville,
TN 37075

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BRONZE BOOSTER \$25 _____

SILVER BOOSTER \$50 _____

GOLD BOOSTER \$100 _____

OTHER \$ _____

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Address _____

City _____

State _____ Zip _____

Email _____

Editor's Note: All information for the newsletter has to be sent electronically by the 10th of each month or it will not make it into the next edition of the newspaper. It **MUST** also be in electronic format! Please email your submissions to: keeblersg@yahoo.com. Did we miss something or make an error? It was not intentional. Please keep us informed. Send event dates, articles, minutes, **pictures** etc. to keeblersg@yahoo.com. That being said, I am **BIG** on photos, I want more photos not only from events but of our members out there riding!

CMT/ABATE, Inc. is not a "Biker Club", but a non-profit, political organization that was formed to preserve freedom and safety for all Tennesseans who enjoy motorcycling. Our major goals are to modify existing laws that are detrimental to motorcycle safety and enjoyment, and to enact new legislation in support of all motorcyclists who ride in Tennessee. If you are concerned about preserving personal freedom and motorcycle safety, please join us.

2020 CALENDAR OF EVENTS CMT/ABATE OF TENNESSEE

Oct. 3, Caney Fork Izzy Benefit.
Oct. 4, Caney Fork Memorial Ride.
October 31, Caney Fork Truck our Treat
Oct. 31 DHH Toy Run

Nov. 14, Caney Fork Turkey Shoot

Dec. 5, Caney Fork Toy Drive & Swap Meet
Dec. 5, Robertson County Toy Ride
Dec. 19, Music City Christmas Party



ABATES PAGE OF SERVICES

"ABATE members helping ABATE members"

Robins Nest Tattoos
Hilham, TN 931-265-1972

Handgun Carry Permit Class
615-473-6493

Midtenn Motorcycle classes
Midtennmotorcycle.com

Family BBQ (Catering)
Dickson 615-521-1481

If you have a business or service you would like listed here,
please email publisher@cmtabate.com and we'll list it!

CHARTER EVENTS CALENDAR

October 2020

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|----------------------------------|--------|-------------------|------------|-------------------|--------|-----------------------------|
| | | | | 1 WOT | 2 | 3 CaFo Benefit |
| CaFo Ride 4 SWSR/UpCo MuCi | 5 | 6 RoCo MoCo | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 SMCo DHH | 16 | 17 |
| 18 | 19 | 20 | 21 Nash | 22 | 23 | 24 |
| 25 CaFo | 26 | 27 | 28 | 29 | 30 | 31 CaFo Trunk DHH Run |

November 2020

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|------------------------|--------|-------------------|------------|-------------------|--------|----------------------------|
| 1 SWSR/UpCo MuCi | 2 | 3 RoCo MoCo | 4 | 5 WOT | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 CaFo Turkey Shoot |
| 15 | 16 | 17 | 18 Nash | 19 SMCo DHH | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 CaFo | 30 | | | | | |

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NEWS & EVENTS (MARK YOUR CALENDARS)

CANEY FORK

UPPER CUMBERLAND

DICKSON/HUMPHREY/HICKMAN

MONTGOMERY

NASHVILLE

SUMNER COUNTY

WHEELS OF THUNDER

MUSIC CITY

Sept 6 2020

Meeting called to order By Joel at 2:10 PM.

8 members in attendance.

Bob lead the Pledge.

There was discussion on moving meeting back to Full Throttle next month. Joel to contact and make arrangements.

Joel is still working on Don't Ride Fried Carnival at The Portland Octoberfest. Will update when final.

We received \$200.00 from interstate AC service as a booster to our charter.

Hattie sold advertising to Sloan's Honda for a year.

John informed us the food pantry is full and they do not need donations at this time they don't have the room.

Joel won 50/50.

M/Joel S/Glenn to adjourn.

ROBERTSON COUNTY

Our meetings are held the 1st Tuesday of each month at The Pit in Springfield at 7:00pm. Bull started us off with The Pledge, and George lead us in prayer. Roland thanked everyone for coming. Please keep George in your prayers. Not much going on right now, talked about New Year Kick Off Party. Roland won the 50/50 and donated back. Everyone stay safe, and hope to see everyone soon.

Connie Jones

SMITH /WILSON /STONES RIVER

8/31/20 Meeting was called to order at 2:05 by Larry and David led us in the pledge.

Had a moment of prayer led by Roger Willis (Preacher)

After a long stretch of not being able to have monthly meetings it was good to have everyone together again and we had a great meeting.

All officers were present with 25 members present and 3 visitors

Treasury report given and approved.

Due to insurance issues and not being able to have what was to be the finals rodeo we decided to do a memorial ride on September 18th which will also be a poker run with the route to be determined by road captain (James) it will start at the roost and all are welcome to join us on the ride. After the ride we will be doing

a camp out at the roost for anyone that wants to camp. There will be food available and if you would like to contribute to the food get with Larry.

Mark spoke about the kickoff party in January and whether we would be able to have one with the virus issues still lurking around and it should be discussed at the next BOD meeting coming up on September 13th.

A suggestion was made to move the monthly meetings to Saturday and after a vote it was decided to leave it on Sunday but moving the time up from 2:00pm to 12:00pm.

We talked about new products to purchase and it was tabled until next meeting to get some prices.

We decided to do a dirty Santa party at the roost on December 19th with \$20 limit on gifts.

We also talked about doing a toy run that will be determined.

We had a great meeting and was glad to see some new faces there...

New members:

Mike Binkley

Tony Whitefield

Debra Lockwood

Derick & Linda Groton

Several renewals

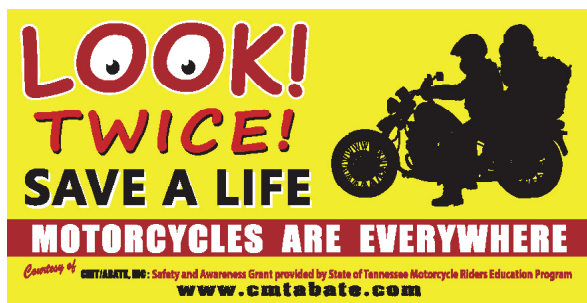
Meeting was adjourned at 3:20

Stay safe everyone and enjoy some wind therapy.

TO ALL INTERESTED IN SAVING LIVES OF MOTORCYCLISTS:

These banners are available, for free, to any business or organization willing to display them for one year, along any State Highway. We have a contract which explains the requirements for display—either on your building or mounted on marine grade plywood with marine grade glue as a display sign. There is a stipend that will pay for supplies. The banners are 4' by 8'. Rubberized laminate on canvas type cloth. Weather-ready. CALL CAROL SIMPSON 615-944-9797 OR SEND HER AN EMAIL csfreedom@aol.com to discuss possibilities of you helping to save lives!!!!

I would gladly approve a proof before printing. Thank you.
Carol





Want to be a part of this amazing organization?

Fill out the application below & submit with membership dues to the CMT/ABATE office.

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Member Number: _____

Type of Membership Desired:

Full Member \$30 _____

Couple Member \$40 _____

Associate \$10 _____

Junior \$10 _____

Lifetime Membership \$300 _____

*a mailed paper is \$30 a year

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City: _____

State: _____ Zip: _____

Phone: _____

Email: _____

Charter You Would like to Join: _____

Are you a Registered Voter? Yes ☐ No ☐

How would like to receive your newsletter?
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242 West Main St. #195
Hendersonville, TN 37075
615-566-9936

OUR MISSION:

Promote awareness and education in the motorcycling community to improve riders' safety, and educate non-riders globally in the interest of all riders' safety.

We are a 501C3 Corporation. Please donate—your donation is tax deductible. To donate, go to our website listed at the bottom.

**Motorcycle Riders Foundation
Awareness & Education (MRFA&E)**
2221 S. Clark Street
Arlington, VA. 22202
(202) 546-0983

www.mrfae.org



**Motorcycle Riders Foundation
Awareness & Education (MRFA&E)**
was established to promote motorcycle awareness and education due to an ever-increasing rider population. Motorcycle riders and activist have long recognized that motorcycle rider education and awareness are crucial in enhancing rider safety. No one is more concerned with rider safety than riders themselves, and obviously those best suited to educate newer riders are veteran riders.

“It was running good when I parked it.”

We all hope for the perfect barn find: a vintage motorcycle that, with a little bit of fresh gas, starts right up and carry us away to untold adventures. In my case, the perfect find was a 1976 Honda GL1000 stored in a warehouse with my political signs.

For years, I dreamed of owning a vintage motorcycle to ride on Sunday afternoons in perfect fall weather. Born in 1961, a BMW R-series of that year was the object of my dreams. But that changed on a summer day when I pulled back the tarp and saw a naked Goldwing from the 1970s. The warehouse housing my signs belonged to a friend who stored an odd collection of vehicles for his friends. Off to one side were several motorcycles including the this one. It was love at first sight.

My friend shared the name of the owner and suggested that he might be willing to sell. After a couple of phone calls – along with the reassurance that “it was running good when I parked it” – we agreed on a price. “By the way – you won’t be able to start it because it needs a battery and a starter button, but it’s a good runner. Oh, and one more thing – the carburetor may have some kind of problem. But it’s a good bike.”

The correct response should have been, let’s start it first. Or, let me check the compression. But the price was right and I already said yes. Cash was exchanged for a title and I was the proud owner of a vintage motorcycle.

Excited by the challenge of bringing an



old engine back to life, I set about the business of starting it. Plugs were pulled and inspected. A bit of oil squirted into each cylinder. Fresh gas in the tank, air in the tires, brake fluid checked, coolant checked and a new battery installed.

The moment of truth confirmed that the starter button didn’t work, so I shorted out the starter relay and cranked it over.

I’d like to tell you this was the moment it roared to life like a youthful lion, but it was probably more like the moaning and groaning of an old man being kicked out of bed. It coughed, sneezed, and smoked – but finally started; barely. It wouldn’t take the throttle without dying. I tried riding it around the parking lot with hopes it would fully come to life, but it became obvious it needed more work than I could give it with an election ahead. So it went back under the tarp.

For almost two years it sat under that tarp until I could get around to it.

And I finally did.

This time, I did it right; or at least tried to. I discovered an early-Goldwing expert, Randall Washington (aka Randakk) and devoured literally every tech tip he published. The most important tip was how to start a vintage bike left in storage. I followed every step. I also realized the carburetor – or four carburetors to be exact – should be rebuilt, so I bought his video and rebuild kit along with various tune-up parts and filters.

The carbs were a mess inside, including parts that didn’t belong or were in the wrong places. It’s a miracle it ran! But dirty carbs suggested a dirty gas tank and – sure enough – it was covered in rust. Pulling a Goldwing tank is a bit of a chore, so I opted to fill it with vinegar to eat through the rust. It worked very well, but not enough. So I then tried electrolysis. That worked even better.

With a clean tank and fresh gas – and

a new starter relay (it wasn’t the starter button after all) – the second moment of truth was much better than the first. The bike roared to life! Except...

I noticed the right cylinder head wasn’t heating up. And that the tachometer wasn’t working. And that the throttle response was anemic because the fuel pump didn’t appear to be working.

Shutting the bike down, I knew it wasn’t good. A quick disassembly of the front timing covers revealed not a broken timing belt, but worse: the crank pulley bolt had come off and with it the right timing belt!

So off with the head! As I pulled the cover, visions of bent valves and punctured pistons came to mind. But when I pulled the head, I was relieved to find only two bent valves.

EBay yielded heads with good valves for only \$15, and \$40 in shipping. That sounded high and, sure enough, the postage sticker said \$12.83. Word to the wise: don’t pay until the seller has calculated actual shipping.

A gasket kit was ordered along with new timing belts and a new factory fuel pump for good measure. And then the wait began. No, not for the parts – for me to stop procrastinating and clean the old



head and valves, check tolerances, lap the valves, and reassemble!

Which I eventually did along with valve adjustments, compression tests, static timing, syncing the carbs, and clutch adjustment. And then the REAL moment of truth! The bike roared to life and after a few laps in our circular drive, I donned my bicycle helmet – don’t laugh, I didn’t have a motorcycle helmet – and headed down the highway.

An old review I found on-line said something like the GL1000 can rip your arms from your shoulders. No kidding. This bike



is fast! The manual specs the top speed at over 120 mph and I don't doubt that either. Yet it is well-mannered and feels exactly right. Honda was way ahead of its time with the Goldwing.

But the first few miles were not without concerns. Lots of noise from the engine's front end after heating up led to concern of bad tension pulleys or water pump. Not knowing the age of either, I ordered Gates T42015 pulleys to rebuild the tensioners and, using the money I saved (ha – it never works that way – we just tell ourselves that) bought a factory water pump.

Rebuilding the pulleys was not difficult. There are lots of tips on-line. In the end, I followed my own design and was very pleased. Except; I had to spend \$45 for drill bits and make two separate trips to the hardware store. So much for saving money...

Pulling the water pump takes some time but was well-worth it. The bearings were disintegrating and would have completely failed soon enough.

After a painstaking cleaning and resurfacing of the transmission cover, I reassembled with new gaskets and o-rings and proper torque values, which cured the bike's habit of dripping oil.

Remembering the soft front brake lever, I used my Mity-Vac to bleed the brakes. It always amazes me what a different fresh brake fluid (and no air bubbles!) can make.

And now – after many more dollars than ever intended for a bike that “was running good when I parked it” – we arrived at what I prayed would be the FINAL

moment of truth! The bike started right up and I nursed the choke through warm up. Stopping at the end of the driveway, I rolled the throttle a few times while waiting for traffic to clear and then hit it. The GL1000 was made to play and I ran first gear up to 6,000 RPMs before shifting into second. I shifted down for a sharp right turn and then opened it up to go through the gears.

And then a funny thing happened...

It never got past third. And it would only go back down to second. I turned and went home, rather dejected that my long-awaited ride was less than five minutes.

Knowing that the shifting mechanism is exposed when the transmission cover is off, I was confident I had done something to cause the problem. But I had no idea

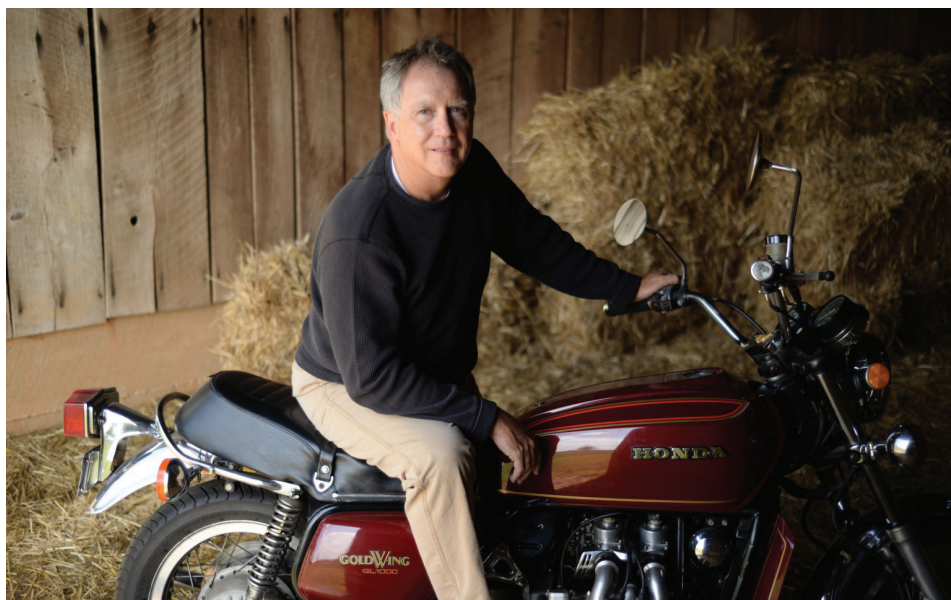
what.

Thankfully, the Naked Goldwing's forum came to the rescue with the solution. Apparently, the tolerances are so tight that a thin aftermarket gasket between the transmission cover and the engine case can cause the shifter mechanism to bind.

I ordered a factory gasket and that's where I am today. Waiting; yet again. But I'm so close!

In September, it has been two years since I bought the bike (and who knows how many years since it's been given this much attention). But I'm confident that it will soon be ready and my dream of riding a vintage motorcycle on a beautiful fall afternoon will come true.

State Senator Kerry Roberts



- ☐ Annual Individual Membership \$35
- ☐ Annual Joint Membership \$60
- ☐ Annual Sustaining Membership \$100
- ☐ Annual Industry Council Membership \$100



- ☐ 3-Year Individual Membership \$95
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- ☐ Freedom Fighter Donation \$10 \$25 \$_____

Motorcycle Riders Foundation
2221 S. Clark Street, 11th Floor, Arlington, VA 22202

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www.mrf.org

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Motorcycle Riders Foundation
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www.mrf.org

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Articles submitted after this date will be held for the next month, with the exception of time sensitive material. We welcome your opinions, comments, complaints and suggestions. Articles and photos pertaining to all things motorcycle are welcome. Photos must include, taken by, who is in the photo, what is happening in the photo, when was the photo taken and where was the photo taken at. We also need the authors contact information for verification purposes only. All articles will be edited for content, clarity, grammar and spelling. All ad copy must be sent to the editor at keeblerg@yahoo.com All ad payments should be sent to the main office at 242 West Main St. #195, Hendersonville, TN 37075. Include the ad you're paying for and how long paid ad will run.