

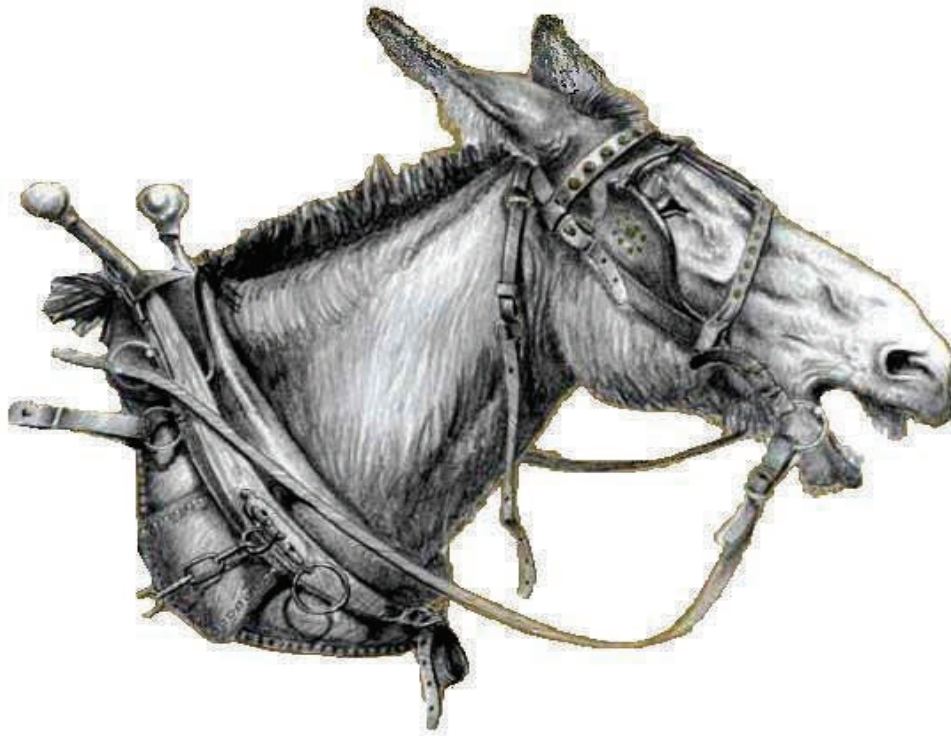
Muletown News

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Harley Owners Group®



Muletown Chapter 2033

www.muletownrider.com

Sponsored By:
Harley-Davidson of Columbia
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 Membership Officer - Linda Darch
 Head Road Captain - Ron Miller
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 Ladies of Harley - Cindy Sanford
 Photographer - Darlene Mayfield

Membership Total As Of
 November 12, 2006 Is:

- 84 -



Don't Forget

You Must Sign Up By December 1st If You
 Plan On Attending The Chapter's
 2006 Annual Christmas Party

Visit The Chapter Website For More Details and To Sign Up

December 16th

Muletown
 Chapter
 Christmas
 Party

Park Place Catering & Reception Hall

Classifieds

1996 Honda Shadow
 Less Than 4000 miles
 \$3,000

Call Cindy Sanford at 931-384-0674



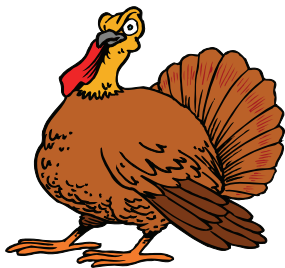
Annual Chapter Photograph

Saturday, November 18, 2006

11:00 a.m. (Rain Or Shine)

Photos Will Be Taken At HD of Columbia

Photography By Brent Woodward



TURKEY RIDE

For Servants Heart Ministries

Columbia, TN

Donations Are \$15 Per Bike

SATURDAY, NOVEMBER 18, 2006

RIDE WILL DEPART IMMEDIATELY AFTER CHAPTER PHOTOGRAPHS

LEAVING FROM HARLEY-DAVIDSON OF COLUMBIA

DEEP FIRED TURKEY LUNCHEON TO FOLLOW RIDE—COMPLIMENTS OF EDDIE CAMPBELL

2007 Tennessee State HOG Rally

Nashville, TN

May 29th—June 2nd

Registration Deadline: April 10th

tnstatehogrally.com



The “Off Season”

By: Gary Shearer

It is not uncommon in the motorcycling world for riders to consider this time of year in Tennessee the riding “off season”. Understandably so since the cooler weather can make it less enjoyable. But whether you are someone who has prepared yourself for cool weather riding or the person who thinks anything under 50 degrees is crazy, the off season is just another opportunity.

There are several things I have made routine in the off season. One of them is bike maintenance. I have my garage set up like a little workshop for me in the winter time. I spend some of my free time going over my bike from front tire to the rear. I purchased the Harley-Davidson service manual for my bike a couple years ago. No, I don't do a lot of service work myself, but it sure is fun spending some time learning more about my Harley. I highly recommend the HD service manuals to anyone who is more of a novice technician. They are great at using easy to understand terminology when referring to your bike. I also spend time (and money) detailing my bike in the winter. All year long I will periodically wash my bike between rides on the weekends, but in the off season, I go over it with a fine tooth comb. I will strip all the wax off the bike. I will first clean the chrome with a chrome “cleaner”, not just a polish. A well known product for this is “Semi-Chrome”. Even though your chrome may look shiny now, wait until you rub some cleaner into the chrome. Your rag will be black! The chrome on your bike generally takes a beating from the road grime and elements. You must clean it to properly keep it shining. Then you can apply the polish! I also strip off all the paint wax. If you don't “strip” the wax periodically, and just keep applying new wax, you will end up with a “hazy” finish on your paint. I strip the wax only once a year during the off season. There are wax stripping products on the market, but you can also strip your wax fairly easily and effectively by washing your bike with dish washing liquid (i.e. Dawn). The chemicals in the dish washing liquid will dissolve the wax.

We also can not forget the adding of new accessories! This is a great time of year to put on those chrome parts you have bought (or will buy) for your bike. Many of them require some dis-assembly of the bike to properly install the accessories. Before you start on the project, remember to bring your patients. This is a good time of year to do this stuff because you don't have to hurry and get it done before Saturday's ride. Allow yourself ample time to do the project correctly, or just take it down to the shop and let the professionals do it!! I have used that option before as well.

For those of you that don't know what it means to “winterize” your bike, I have some things for you to consider as well. Riding in the winter time can be fun..... if you're prepared! Many of you have gotten the winter time itch in the past. The sun is out on a beautiful January day and you decide to brave the cold temperatures by bundling up in layers before heading out. This is fine until you realize after about 5 miles that some part of your body is not prepared for this trip. Your hands are often over looked. You put on gloves, but they are often not enough. I highly recommend investing in “heated” riding gear. At least the heated gloves if nothing else. You will spend the money up front, but they will last for years to come. Another option is a good pair of ski or snow mobile gloves. You won't find these at the Harley shop or at Wal-Mart. Go to a specialty store (i.e. REI) to find the really good stuff. They are designed to handle the cold temperatures as well as the elements coming at you at 60 MPH. You must also keep you face and neck well insulated. A full face helmet can be a life saver, in more way than one! Keeping the cool air from rushing your eyes and nose are crucial. Not to mention the added head protection!!!

Practice your skills! If you can improve your ability to ride at slow speeds, you will improve your skills at any speeds. There are several of us that can show you how. Larry Best has recently become our 2nd chapter certified MSF riding instructor. Even Ron Miller finds practice beneficial to improving his already superior skills. Practicing is also fun! What makes it great as an off season activity is that you don't have to be moving fast. Great when the cool air can over take your breath.

The off season does mean we have to stop being riders. It just presents us with different opportunities

“Ride and Have Fun”.

Jack Daniels Invitational B-B-Q Cook-Off

By: Ken Steverson

Nine chapter members braved the cool October morning air for a terrific ride to Lynchburg. The curves of HWY 129 kept the ride interesting and the scenery was beautiful. Lynchburg was filled with approximately 30,000 BBQ hungry folks plus all the contestants involved in the Jack Daniels BBQ cook-off.

Thanks to Arnold's keen eye for parking we found street side parking within a block of all the action. We quickly found our way to Judy's Leather where Eddie Campbell picked up a pair of gloves (he couldn't find his winter riding gloves this morning). Ken, Jay Morgan, Donnie, Arnold and Hope made their way to the food and chowed down on ribs, brisket, pulled pork and roasted corn on the cob. After taking a walking tour of the goings on Ken and Jay found themselves at the site of the German entry in the competition. As luck would have it they were just taking their competition ribs off the fire. After selecting their very best ribs and oh so carefully displaying them for the judges the remainder were shared with the two drooling Muletown riders. WOW, all Jay and Ken could do was smile and lick their fingers. They didn't speak a word of German but the smiles on their faces said it all.

Arnold decided to take Hwy 127 all the way back to Waco in Giles County. We were served up some more wonderful Tennessee scenery. We then headed north on Hwy 31 back to the dealership. What a great October day!!

Basic First Aid / CPR Course

Muletown Members,

I would like to plan a Basic First Aid/CPR class for our members but need some input from you before I can get the ball rolling. As soon as I can get your input I will check with the local Red Cross to see how they can best fit our needs. I'm hoping to have the class/classes scheduled for January/February knowing that the next couple months will be hectic enough. I personally feel this class should be a must for all our Road Captains but hope that as many of you, along with possibly including family members as well, can and will attend. I will do everything possible to schedule the class or classes to accommodate everyone that shows an interest.

Things that I need to know are:

The number of people that would be interested in attending?

The day that would best fit your schedule? (Weekday or weekend)

Time of day? (Morning or Evening)

Please send your responses to me via my e-mail address: GranpaTenn@aol.com

Hopefully we will never need to use this knowledge but should a situation arise it is always best to be prepared.

I'll be waiting for your response,

Randy Kinsey

Safety Officer

Long Winter's Nap: Motorcycle Storage

It's not the cold or too much football that takes a toll on your motorcycle during winter. Inactivity is what eats away at it. Read on for advice on how to store your bike so that it wakes up fresh next spring. From the October 1999 issue of *Motorcycle Cruiser* magazine. By [Art Friedman](#).

It's over. If you live in the northern Rockies, Minnesota or Alaska, the riding season is history, unless you got real lucky this year. In another few weeks, much of the rest of the country will also be struggling to live without motorcycling until spring. Lots of motorcycle shops profit every spring from motorcycle owners' failure to properly prepare their machines for a season of inactivity. The following list presents the items you should attend to in order of importance, though you will have to perform them in a different order if you choose to do them all.

While you are completing these tasks, keep a to-do list of changes, repairs, adjustments, etc., you want to make before next season starts. Put it in a place where you will see it and be reminded before spring rolls around and it's time to ride again.

1. Drain the Carb(s)....

The most important, and perhaps easiest, task to attend to is draining the fuel from the carburetor(s). If your bike has a petcock, turn it to off, then loosen the float-bowl drain screw or bolt, and drain the fuel in the bowl into a safe container. If the drain is inaccessible or nonexistent, remove the float bowl from the carb. If you can't do that, run the bike with the fuel turned off until the engine stops.

This procedure -- which should be done any time the bike won't be used for more than two weeks -- is the best preventive medicine for a bike that will be stored. It not only removes water and other contaminants from the bike's carbs, it prevents the various orifices of the carbs from getting clogged or restricted with varnish as the more volatile components of the gasoline evaporate. This latter problem sends many motorcyclists to their dealers every spring, and the fix is often very expensive.

If your bike is fuel-injected, draining the systems isn't possible. In that case be absolutely sure to fill the fuel tank and use a fuel stabilizer as discussed below.

2. Prevent Fuel-Tank Corrosion....

During storage, unprotected fuel tanks rust, and when you start riding again, that rust finds its way into the carbs. Water in the fuel can also cause corrosion. For most riders, especially with a carbureted motorcycle, the best course of action is to drain the tank completely to remove any water or other contaminants, then refill the tank to its full capacity adding a fuel stabilizer recommended by the bike's manufacturer. Honda sells its own brand under the Hondaline label. Sta-Bil should be fine if there is no recommendation.

If you are riding to a gas station to fill the tank. put the stabilizer in before you add gas. The turbulence of the incoming fuel and the ride home will help to mix it.

The stabilizer keeps the fuel from stratifying. If you don't use one, the heavier elements in the fuel will be the first into your bike's carb(s) next spring -- which will wreak all sorts of havoc. It's still a good idea to drain the fuel again in the spring before starting the bike or even turning the petcock on (put the gas in a car). This is essential if you don't use a stabilizer.

However, there are those who say that using a fuel stabilizer means that you don't need to drain the float bowl because the stuff is so effective. They might be right. I mean, I live in Southern California, and the only thing that keeps me from riding (unless I am very determined) is snow.

If storing a full tank of fuel all winter presents a problem, turn the petcock off and pour some heavy (50-weight or thicker) oil into the empty tank (some people thin it with fuel) and slosh it around so all the interior surfaces are coated. Turn the petcock on and drain the excess oil, and then turn it off. Since your tank is off, you might as well leave it off and repeat the sloshing process every few weeks. Before you fill the tank in the spring, drain the oil that has settled again. The small amount of oil that remains after that probably won't even make your bike smoke, and it might give the top end a little lube during that first ride.

3. A Happy Battery....

Batteries don't like inactivity. A battery ignored all winter will usually roll over and die. The simplest way to ensure a happy off-season for your battery is to connect a Battery Minder or a Battery Tender to it. You don't even need to remove it from the bike unless it gets well below freezing where you store it or if your bike has a clock, audio-system memory, security system or other constant drain on the battery.

Long Winter's Nap: Motorcycle Storage—Cont.

If a Battery Tender isn't in your budget (though it will pay for itself, probably by spring), plug a trickle charger into something that is turned on frequently -- such as the light socket on the garage-door opener or the light source in the place it's stored. Or, plug it into a light timer that will turn it on for 30 minutes a day. If none of these methods is convenient, trickle-charge it overnight every two weeks or so. If the storage place gets really cold, you might want to take the battery inside and put it somewhere where it won't alarm your spouse.

If you have a maintenance-free battery, simply clean the terminals and any serious grunge off the battery and battery box and spray a little silicone spray or other protectant on the terminals and connecting hardware. If it's one that requires fluid to be added, fill it to the top level before storage.

If you ignore your battery and leave it where it can freeze, it may do so and crack the case, allowing acid to spill on the bike. If even a drop gets on the chain, it can be rendered worthless.

Ignore the persistent old wives tail about batteries dying if they are stored on concrete.

If your battery does die during the winter, I'd recommend replacing it with one of Harley's current maintenance-free batteries, if there is one that fits your bike. We have been amazed at how well they stand up to neglect.

4. Finish Care....

Clean your bike carefully before storing it. Dirt and dust hold moisture, and insects' butts (the last thing that went through their minds when they hit your bike) are corrosive and will damage paint and metal. Road salt is also bad news. If you wash it, make sure it is thoroughly dry. A good way to dry out all the hidden nooks is a long, fast ride.

Apply wax to every painted part you can reach, but you don't need to buff all the wax off until spring. Wax or a chrome polish will protect chrome. Coat other metal parts with S100 Corrosion Protectant (which lives up to its name), Maxima's Chain Wax, or LPS3. Fasteners and other small pieces can be coated with Vaseline.

Exhaust pipes will rust out if moisture gather in them, so spraying something like WD40, LPS3 or Corrosion Protectant up in them is definitely worthwhile. If you cap them, wait until they are cold and cover them with a balloon or plastic bag held on by a rubber band. If you have straight pipes, condoms will work, and the novelty type will give you a conversation piece to help pass those long winter months.



5. Coddle Your Engine....

If you decide to take the following steps to protect your engine, they are the first things you should do chronologically -- since you can't drain the carbs, for example, until you have run the engine.

Some people like to change the oil in the spring, since some water will get into the engine during storage. That's true, but the water will be boiled off the first time you take the bike for an extended ride. Better to drain the old oil -- and the contaminants in it -- now, before the acids and other evil compounds can work on your bike's engine. Take the bike for a nice long ride in preparation, to get the oil hot, and drain it promptly upon your return. Change the filter, too. After adding the new oil, ride it around the block to be sure the fresh oil has diluted any remaining contaminants and coated everything. If you plan to change the oil you just poured in come spring, then use the cheapest oil you can find right now, perhaps a heavier grade than you normally use.

Some riders like to protect the cylinders by removing the spark plugs and pumping a very small amount (no more than a tablespoon) of that heavy oil used for the fuel tank into the cylinders, then turning the engine over (put it in gear with the plugs out and the ignition turned off and turn the rear wheel) a few times to spread the oil over the cylinder walls before replacing the plugs. This is worthwhile. An alternative system is to use fogging oil (we have found it in boat-supply stores), which is sprayed into the intake with the engine running. You simply do it until the oil fouls the spark plugs and kills the engine. If your intake is not accessible, you can spray it into the spark-plug holes. It coats the cylinders and valves. Another method for preventing interior corrosion is to use storage plugs in the spark-plug holes. These contain a desiccant to absorb moisture. Some riders run their bikes or turn the engines over during storage. If you want to turn it over without starting, repeat the oil-in-the-plug-holes routine when you do. Running it without riding for 20 minutes or more probably does more harm than good. If you have the valve covers off, put a shot of that 50-weight on the cam lobes or rockers.

Some riders like to seal off the intake and exhaust. Tape a plastic bag or something similar over the airbox and plug the exhaust. Note, however, that the exhaust has water drains on most bikes, and the engine still has a breather. You can plug or tape these up as long as you are sure to remove the covers before starting.

Once the engine is shut off and properly protected from corrosion, resist the urge to start it, though turning it over manually to circulate oil is worthwhile.

Long Winter's Nap: Motorcycle Storage—Cont.

6. A Break for Your Brakes....

Brake fluid absorbs water, which is why it should be changed. Do this at least every other year -- sooner if it has changed from its normal amber hue to a darker color. This also applies to hydraulically operated clutches. Water in the fluid can prevent clutch disengagement when the engine is hot.

Some sources recommend changing the brake fluid when you prepare to store the bike to prevent any moisture in the system from corroding the components. Others say you should change it when you prepare to put the bike back on the road to assure maximum braking performance during the riding season. Either way, be sure old brake fluid gets changed.

7. Check Your Coolant....

Owners of liquid-cooled bikes that are stored where the temperature drops below freezing should check that the coolant is up to snuff to avoid freezing damage.

8. Retire Your Tires?....

Store tires away from sources of ozone, such as the electric motors in freezers, compressors, or washing machines.

Try to get your bike blocked up off its wheels, which will prevent the tires from developing flat spots. A work stand is ideal for this. If you don't get them off the floor, roll the bikes or rotate the tires every few weeks.

Inflate the tires to or past their recommend maximum pressures.

Many of the so-called tire-preservative solutions actually damage tires; it's better to use nothing.

If your tires are getting thin in the tread, consider removing the wheels and having the tires replaced at your leisure, perhaps when the local shop has its mid-winter special.



9. If It Moves....

This is a good time to replace the lubricants in any moving part: cables, chain, control levers, drive shaft, linkages, locks, pivots for the stand's), saddle hinges, steering head, swingarm, switches, wheel bearings, etc.

You'll need a variety of lubricants ranging from wheel-bearing grease to WD-40 for the various components. Work the pieces as you apply the lube to get it into the mechanism.

If you are storing your bike for more than four or five months, you should change the oil in your drive shaft or transmission.

10. Cover Up....

Store your bike in a place that is dry and free of significant temperature swings. If you are storing your bike inside, use a breathable fabric cover, one that won't trap moisture but still keeps dust off. Call [Roadgear](http://www.roadgear.com) (719-547-4572) for one of its new indoor bike covers -- but an old sheet will suffice.

If you must store your bike outside, there are purpose-built storage systems such as the [Cycle Shield](http://www.cycleshield.com) that seal out moisture and dust and use a desiccant or electric dehumidifier to keep it dry, but it's better to rent a spot in a nice warm, heated garage, preferably a private one away from covetous eyes.

11. Get Ready for Spring....

With your bike put into hibernation, you have taken the first step to assure a happy riding season next year. Your to-do list and any additions or modifications will complete the process. As you perform the various storage procedures, consider what needs to be adjusted, serviced or replaced. If it needs tires, they may be cheaper during the winter. Fluid in the radiator, fork or other systems might be ready to be freshened. You may notice anything from brake pads to shift levers that are due for replacement. Valves are supposed to be adjusted with the engine cold, and it probably won't be much colder than in February.

