

Muletown News

October / November 2007

Harley Owners Group®



Muletown Chapter 2033

www.muletownrider.com

Calendar of Events

Visit The Calendar On Our Website For More Information and Times

- OCT 18 - Dinner Ride (Jeffery's - Spring Hill)
(Closed Event)
- OCT 27 - Lunch Ride - Lynchburg, TN
(Closed Event)
- NOV 1 - Lunch Ride - Hurricane Mills, TN
(Closed Event)
- NOV 10 - Lunch Ride - Tullahoma, TN
(Closed Event)
- NOV 17 - 2nd Annual Turkey Run For Charity /
Muletown Chapter Meeting
(Ride Is A Closed Event)
(Meeting Is An Open Event)
- DEC 8 - Muletown Chapter Christmas Party
(Closed Event)

Chapter Officers

Director - Bill Isom
 Assistant Director / Web - Arnold Conner
 Secretary - Randy Kinsey
 Treasurer - Ken Steverson
 Activities Coordinator - Eddie Campbell
 Head Road Captain / Safety Cord.- Ron Miller
 Newsletter Editor - Hope Conner

HAPPY THANKSGIVING!



To Our Newest Members

Robert Davis
Cena Morgan
Patty Roberts-Schmitt
Rodney Schmitt

The Muletown Chapter
 Welcomes All Of You To Our Group!



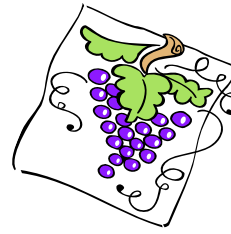
*Life is a road, the soul
 is a motorcycle*

Daniel Meyer

Chapter Membership Total
As Of October 2007
- 117 -



Heard It Through The Grapevine.....



We are now collecting Membership Dues for 2008. For more information please contact one of the Chapter Officers. Dues are \$15.00



Harley Owners Group MULETOWN CHAPTER 2033

Name: **Your Name Here**

National HOG Number : **USXXXXXX**

www.muletownrider.com

Expires: 12/31/2008

Jack's Secret Weapon All-Purpose BBQ Glaze

This sauce is great for perking up any simply grilled meats, poultry or fish. Brush it on just minutes before you pull the meat off the grill.

1/2 cup Jack Daniel's Tennessee Whiskey
1/2 cup soy sauce
1/2 cup ketchup
1 cup brown sugar
1 teaspoon garlic powder

Combine all ingredients in a small saucepan. Simmer until slightly thickened, about 5 minutes. Makes about 1 1/2 cups.

Join us for a Chapter Sponsored Ride on October 27th to Lynchburg, TN for the Jack Daniels 19th Annual Invitational BBQ Cook-off !



Jack Daniel's 19th
Annual Invitational
Barbecue

What Did I Think About While Riding Today?

I recently read this on another Message Board. I posed the same question to our members and got some great responses. Thank you to those who took the time to reply. When I read what Cie had written I was truly impressed with her ability to put her thoughts into words and wanted to share her post with everyone..... Hope

Today, my head is empty on my ride: my heart is full. My senses are open with the wind. The brightness of the sun and the warmth on my cheeks after coming through the cool shade of evening turns, warm my soul. Sweet scent of the last cut of hay, the bittersweet, acrid musk of forest floors, the stiff twang of barnyard and paddock awaken my mind.

Today, morning glories, fall asters, and goldenrod explode, where only weeks and months ago it was honeysuckle, wisteria and crape myrtle. Sounds of twittering birds, cawing, or screeching disapproval, insisting on the attention of their mates, gathering for their long flights south, chatter excitedly above the steady rumble of my engine. Cutting through neighborhoods, exploring new roads, finding places never before seen: Today, my senses are filled.

That skipped heartbeat, that heavy, overwhelmed, overanxious, and overcautious, the dry mouth, tight throat, verge of a migraine newbie was somehow replaced by a rider.

Today, a real motorcycle rider.

Could not find one turn that needed to be slowed down for.

Could not meet an intersection, hill or not, that did not beg for a little whooping.

Could not see one cager or big truck whose hidden agenda was not immediately evident.

Could not find one rider, touring, Harley or metric that did not offer a first wave.

Could not stop without all eyes turning to us, seeking advice, admiring the gorgeous PAIR of bikes, kudos, well wishes, and all those things you wished could happen everyday.

Today, I did not have to think about one thing. All I could do was FEEL. And, d'ya know how that felt? AWESOME!!

Cie

CLASSIFIEDS

Hello Everybody!

I thought I would let you know that I have my 2005 Heritage Softail up for sale. It has always been garaged and as most of you know it is in Excellent condition. It has been lowered, has Screaming Eagle pipes, a Mustang solo seat with a back rest, engine guard, detachable windshield and much more. I am including the original seat with the sissy bar and the original pipes. I am asking \$16,000 for it.

If anyone is interested please give me a call at 931-364-3159 or email me at dbldarch@united.net

Linda Darch



Let's Us Know.....

The Muletown Chapter would like to reach out to it's members and their families in the event of an illness, or the loss of a loved one. If at any-time you have information that you would like to share please contact Ken Steverson at kwsteverson@charter.net



Express Yourself - In The Company Of Others

Submitted By: Arnold Conner

As we wind down the 2007 riding season I have lately found myself thinking back on all of the things that have transpired over this past spring and summer and can't help but think how lucky we are to have been blessed with such a great year (although we definitely could have used a little more rain), and how lucky we have been to meet and ride with so many great people. I wrote a lot of the comments below earlier this year, but wanted to once again express my feelings about this Chapter and the HOG organization in general.....

The Harley Owners Group is much more than a motorcycle organization. It's one million people around the world united by a common passion: making the Harley-Davidson dream a way of life.

Not everybody rides a Harley and that's probably just as well. Not everybody that does chooses to join HOG, and, that also is probably just as well. However, those that do reap the benefits of an organization that provides exceptional opportunities to it's members. Being a HOG member is an active pursuit. Exactly *how* active you are is up to you. You're completely free to go where you want to go, and do what you want to do. But whatever level of involvement you seek it's nice to know that there are many ways to get there. One of those ways is through your participation in this Chapter.

The Muletown Chapter is going strong. We are wrapping up our third full year of existence and continue to look for ways to improve upon making the Chapter work for it's membership. The Chapter Officers Board and Road Captains work hard to plan rides and other events and are always open for suggestions, and for volunteers to help out. We continue to build upon our successes and learn from our failures. We have come to realize that not everyone can participate in every planned ride or event but hopefully you'll get the chance to do so soon. Remember, exactly how active you are is up to you, but we certainly want everyone's participation.

We have many more planned rides and other events that are taking place in October, November and December, one of the most important being the 2nd Annual Turkey Run For Charity which is slated for November 17th. All of the monies raised will be donated to the Servants Heart Ministries and used to purchase a Thanksgiving meal for the underprivileged here in Maury County. We are also going to hold our November Chapter Meeting on this date, so please mark your calendars accordingly.

Welcome to all of the new members. Thank you for wanting to be a part of this group. We hope that you and your families enjoy the experience of hanging out with the Muletown HOG Chapter!

To All: You're mission is simple, if you choose to accept it and that is: "To Ride and Have Fun"

See You On The Road



Interstate Commuting

Submitted By: Ken Steverson

When I began riding, again in 2000 I had no intention to use my bike to commute to and from work. It didn't exactly work out that way and over the past 7 years, I've put 15,000 to 20,000 miles on three bikes riding to and from work. Like many, I tried to stay away from riding the interstate but riding the back roads to work increased the time it took to get to Nashville by at least 30 minutes. I was already leaving home at 6:00 a.m. to be at my desk by 7:00 a.m. and leaving at 5:30 a.m. wasn't something I wanted to do. The ride home often took even longer as I was leaving work during the rush hour and the red lights and traffic made it a not so pleasant ride home. My only alternative was to ride the interstate and at least learn to live with all those things that most of us dislike about riding the interstate highways (excessive speed, 18-wheelers, merging traffic, exiting traffic, multiple lanes etc.).

As I talked with riders two schools of thought regarding interstate riding seemed to emerge: 1) get in the left hand lane, blast down the interstate as fast as you can and get off as quickly as you can and 2) stay in the right hand lane, maintain a respectable speed, watch out for merging and exiting traffic, and hope for the best. I have a problem with both strategies. Each seems to imply that there is little we can do to reduce the risk of interstate riding, that a successful trip via an interstate highway is all up to Lady Luck.

It seems to me that every stretch of asphalt, whether it is a back road in Giles County or I-65, has characteristics that either increase or decrease the risk to a rider. If that is a true statement then it is our responsibility to "learn" the road and take the actions necessary to avoid those characteristics that increase risk and use those that decrease risk to our advantage. Rather than leaving, everything up to Lady Luck this way of thinking includes the rider as an active participant in a safe riding activity. It's a thinking persons approach to riding the interstate, or any other road for that matter. This thoughtful approach to riding interstate highways is one that involves strategic positioning to use the characteristics of the highway to our advantage.

Saturn Parkway and I-65 to Nashville provide a number of situations where Strategic Positioning works to lessen the risk of riding these two stretches of highway. Let's talk about Saturn Parkway first. Traveling east on Saturn Parkway there are two areas where merging traffic could be a problem for a rider, fortunately these merge lanes are highly visible and merging traffic is easily seen. A strategic positioning approach to the merge lanes at Kedron and Port Royal roads would tell us to move to the left hand lane when approaching these lanes. Take advantage of the high visibility characteristics of this section of road, go ahead, and move over. If you take advantage of the road's characteristics, you'll never find yourself squeezed between a merging vehicle and one traveling in the left hand lane.

There is another unique characteristic of Saturn Parkway. As you exit I-65 southbound, two lanes exit onto Saturn Parkway. If you are riding in the right hand lane as you exit, you are in for a surprise as this lane turns into an exit lane to Port Royal Road. I always position myself in the left hand lane when exiting and as quickly as possible merge into the extreme left hand lane of Saturn Parkway. Moving to the far left lane protects me from those drivers that either aren't paying attention or are new to the Parkway and who all of a sudden realize that the right hand lane is going to take them off the Parkway to Port Royal Road. I've seem many drivers suddenly realize they are about to exit and make a quick lane change at the last second. I don't want to be in that lane when a driver decides they want my space.

Now, how about I-65 northbound? Once I exit the Saturn Parkway and make use of the long merge lane, I'm comfortable riding at or slightly above the speed limit in the right hand lane. There are no exits from the interstate and there are no merge lanes to deal with until I reach 840... As you approach 840, the interstate widens by 1 lane to allow drivers to enter 840 east or west. The exit from I-65 is well marked and drivers get notice of the upcoming exit well in advance. I haven't witnessed problems here so I'm comfortable in the right lane until I get north of 840. Once north of 840 the interstate widens again and for a short distance, there are five lanes of traffic. As the interstate widens I move to the far left hand lane. Moving to the left hand lane north of 840 eliminates the risk of merging 840 traffic. Equally important, this move to the left hand lane puts me in position to avoid an unfortunate encounter with merging traffic at the terribly short merge lane at Peytonsville Road. The merge lane at Peytonsville Road is particularly nasty and on most any morning, you can witness near accidents.

Continued on next page

Interstate Commuting – cont.

Submitted By: Ken Steverson

I-65 widens as it nears Hwy 96 and new lanes to the left and right take shape. What had been the extreme left hand lane is now flanked on the left by an HOV lane. Its here that speeds pick up. During the recent construction, the posted 60 mph was a joke and most drivers were quickly back up to 70 mph and the HOV lane was used by folks doing 80 or better. I don't often use the HOV lane. I found that the lane to the right of the HOV lane moves very well and that you don't have to deal with the "jack rabbits" that occupy the HOV lane. Staying in that lane also helps to reduce the risk of encountering a driver making a quick move to the right to make an exit and at the same time reduces the risk that comes with traffic merging onto the interstate. It also seems that I'm able to maintain a good "buffer area" between myself and other vehicles while traveling in this lane. I stay in this lane until I exit I-65 at the Church Street Exit.

My trips home during rush hour traffic are not always a pleasure. I usually use the Demonbreum St. entrance to I-65. Getting on the interstate here allows me to avoid the usual back up of traffic leaving downtown. As I move south on I-65 I move to the extreme left hand lane until the lane changes to an HOV lane. This keeps me away from the numerous merge lanes near downtown. While it's legal for me to ride in the HOV lane, I usually avoid using it because of the extreme speed of many drivers... When the lane changes to an HOV lane, I move to right. I will use the HOV lane if I encounter slow moving traffic but I move to the right again when the slower traffic is cleared. When I ride the HOV lane, I've found that doing 5 miles per hour over the speed limit is not sufficient. When the speed limit is, 55 you have to be prepared to move at 70 and when the speed limit increases to 70 just past Harding Place you better be ready for speeds to increase to around 80. If the traffic in the lane adjacent to the HOV lane is moving well I'll stay there until I get near Hwy 96 at Franklin. When I near Highway 96 I move into the extreme left hand lane. Traffic usually begins to slow here and I want to avoid the risk that comes once you reach Hwy 96 where the multiple lanes decrease to only two lanes along with a merge lane from Hwy 96. I stay in the left lane until I pass the Peytonsville Road exit, then I'm back into the right hand lane until I get to Saturn Parkway.

There you have it. So far, I've not encountered problems riding the interstate to and from Nashville but it took a few rides to "learn" the road. If commuting time is important to you don't rule out riding the interstate highways. It has worked for me and maybe it will work for you.



From the TECH MATTERS page of the October 07 issue of Motorcycle Cruiser Magazine on the use of high octane gasoline:

“OEMs don't know how hard a given bike will be ridden, they err on the side of safety when it comes to anything that could cause damage and increase warranty claims. Hence, they'll often recommend a higher octane than may be strictly necessary, just in case detonation does become an issue... Run the lowest octane you can find that doesn't detonate. In addition to saving a few shekels at the pump you may be pleasantly surprised to find your bike starts better, idles smoother and may even make a bit more power on regular than it does on high test.”

I have always used premium gasoline but after reading this and an accompanying explanation I decided to give the mid grade a try. I've had no pinging or any other unusual engine noise and to my surprise my bike does seem to have a little more pep.

MOTORCYCLE CLEANING

Submitted By: Ron Miller

Now that we are going into the rainy season (hopefully), I thought it would be a good idea to give some ideas for bike cleaning. Most of you have your own method, but you might pick up some pointers from the tips below. If you haven't established your own method yet, then this will be a useful guide.

I. Painted Surfaces:

Automotive car wash and a Harley Mitt (so as to not scratch the clear coat). Don't use Dawn or other dish washing liquid, unless you want to strip the wax. There are other cloths that are designed to not scratch the clear coat when washing, but the Harley Mitt is readily available.

An alternative is Bike Brite (this may strip the wax also, but maybe not as much as Dawn). It is best to stick with the automotive wash products.

S100 Cleanser/Shine Enhancer if there are marks on the surface after washing, or if the surface is hazy or swirled. This cleans the surface and prepares it for waxing. Not needed before every wax job, but is useful if the surface is not as clean as you would like it.

S100 Carnauba wax or Turtle Wax Classic Gloss (I believe that is the name), or other wax made for clear coat finishes.

S100 Detailer/Wax for touch ups or for use while on a trip.

II. Wheels and Engine (including chrome in these areas):

S100 Wheel Cleaner (1st choice) or Bike Brite (2nd choice). SimpleGreen will work if you are out of the other two. After spraying on and letting it sit for a short while, rinse thoroughly and then rinse again.

III. For chrome: Turtle wax chrome polish (\$2.50 for a pint). This polish does a great job and is inexpensive. Harley makes a good chrome polish also, but it is a lot more expensive. If you are out of polish, white vinegar will clean the chrome, but not polish it. Windex is a good cleaner also. Eventually chrome will oxidize and it will need to be removed with a chrome polish.

IV. Use a blower to dry entire bike, starting at the top and working down. There are inexpensive models for about \$40 that are made for bikes and do a good job

Lights On? or Lights Off?

Group Riding Tips on Head Lamps

Submitted By: Gary Shearer

It is commonly known among motorcyclist that your head lamps can be your best friend. Even save your life in the event another vehicle doesn't think to look for a motorcycle. Today's motorcycles are manufactured with the head lamps automatically turned on whenever the bike is running. Have you ever given thought to the head lamp being a hindrance?

I like to ride with my head lamps on HIGH beam during the daylight hours. For the reasons just mentioned above, I like to make sure I am seen!! I have made comments myself like "If a car honks its horn or flashes its lights at me that just lets me know they can see me coming". What about when I am riding with a group???? Have you ever thought about the effects of your head lamps in a group riding situation?

Many of our road captains suggest to our members in a pre-ride briefing they turn there head lamps on low beams as well as turn off your passing lamps (if they apply to your bike). The reason is for visibility. Even during the daylight hours, a bike in your rear view mirror with its high beams on or the passing lamps turned on can be blinding to the riders in front of you. Often times the road captain can not see the entire group because the bright lights block the sight from a rear view mirror. That doesn't even begin to touch on the physical effects it has on your brain. Riding for 1 hour with bright lights shining in your eyes continuously can cause incredible fatigue on the riders in front of you.

As responsible riders we all have lots on our minds when preparing for a group ride. The head lamps are probably not at the top of that list. I have 2 suggestions for the Muletown Chapter. Help each other out! If you see a rider in a group ride with there high beams or passing lamps on, just remind them. If you are the recipient of a friendly reminder about your lights, don't take it personally. It will make the entire ride more pleasant for everyone!!