



Muletown Chapter 2033

<http://www.muletownrider.com>

Assistant Director's Report

It is hard to believe that it is almost time for the Christmas party again! It seems the older I get the faster time flies. We have had some great rides and activities this year and I look forward to more in 2015. Thank you to all of our Chapter Officers and Road Captains for helping to make this motorcycle club one of the best.

The riding lull in the winter makes it a perfect time to check

out your bike and do some maintenance. Did you know that the old oil in your bike that is left in the crankcase over the winter contains acids that can affect your motor? It is a good idea to put in fresh oil when you store your bike. Also, put that battery on a battery tender. It will extend its life. Maybe you have thought about doing some upgrades such as bigger cams and some high performance heads.

There is no better time to customize your bike. I believe the dealership is running specials this winter to help you out with your wants and desires in this area. We have had a number of chapter members and their families affected by serious illnesses this year. Please remember them in your prayers. May you have a very merry Christmas and a blessed New Year,
~Zero

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Muletown Officers

- Bill Isom, Director/
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- Eddie "Zero" Fisher,
Assistant Director
- Jon "Doc" Ullrich,
Secretary/Newsletter
- Neil "Tex" Jones,
Treasurer
- Jerry "Big Country" Knox,
Head Road Captain
- Terry Fox, Membership
- Tricia Shearn, Webmaster
- "Colonel" Tony Cornelius,
Activities Director



Membership Report, Terry Fox

Here it is December already, another year gone. It was a pretty good year, picking up some good new members to go along with our fine old members. We ended up with a total of 51 members. As usual, we will be taking renewals at the Christmas party til March for \$15 after that it will be \$20. Also I will be printing out new

membership cards after the first of year. We had to cancel a couple of rides at the end of year, but I will be taking us to Champy's when it warms up, along with my favorite breakfast ride. If anyone has a favorite place to go, let the road captains know, or better yet give it a try yourself! I hope everyone has a great holiday,

and be ready to ride next year! In closing I want everyone to pray for our Muletown family members who have been battling their diseases so courageously, and may they continue to fight the good fight!! I love you all, and remember when life gets you down...

Screw it lets Ride!!!!

Activities Report, Col. Tony Cornelius

Hey Muletown!

I know everyone is focusing on warmer weather but we have some activities planned to help us stay connected until we can get back in the saddle!

Hopefully you are reading this newsletter at the Christmas Party on Saturday December

13th! You should have received an Evite from Zero and you can also find the details on our website www.muletownrider.com.

We are planning a club bowling outing on January 10th, 2015 at Galaxy Lanes, 730 Mooresville Pike in Columbia. Start time will be

10am and we will plan to eat lunch together somewhere close by – more to follow. I will be sending a club wide e-mail after the new year.

There is also an informal meeting planned for January 20th at Puckett's. Again, please look for club email reminders and visit the website often!

Time for a Change. Jon "Doc" Ullrich

Hey Muletown! It is hard to believe that the year is winding down and 2015 is on the horizon. Thanks for all your kind words and suggestions on the newsletters this year. It is a pleasure to serve the Chapter in this way.

This newsletter starts our quarterly approach to a newsletter. We have a lot of communications that go out in this chapter so the officers

discussed going to a quarterly publication. We also discussed expanding some areas including adding a safety section in that you can see for the first time in this issue. What would you like to see in each issue? Drop me a line and let me know at licowboy71@yahoo.com. Happy holidays and keep warm while you dream of next year's rides! ~Doc.



Safety Report, Col. Tony Cornelius

I will be submitting group riding and safety articles every quarter in an effort to keep us all thinking about the commitment we must make to ourselves and to each other, especially where lives are concerned. As most of you know, I was a senior military leader in my former life and I know that the only way to prevent accidents and injury is an ongoing effort to train for the mission (group riding), eliminate risks as much as possible, and have an open and honest dialogue about how we do things safely. The first article is a great one that keeps it simple and doesn't pull punches – I hope you like it!

This post originally appeared on AskMen. Keep reading to see what a Harley-Davidson mountain ride taught one rider about motorcycle safety:

“Once you go two wheels, it's hard to go back. The thrill of tearing up a mountain pass on a 1,200 cc Harley is nothing short of exhilarating, and doing the same on a 125 cc Minsk is no less exciting.

That's the great thing about motorcycles – you don't need to go fast to have fun.

By default you are thrown into the world around you. You are no longer a captive in a steel cage but rather a modern-day cowboy roaming the world on his iron steed. Whether you're burbling along with your lady jammed up against the sissy bar or dragging your knees clipping apexes, the way of the bike is the way to go.

That's all well and good until you're actually thrown into the world around you. Hard, head first and with 70 mph of momentum behind you. Sound like fun? Didn't think so.

Nevertheless, riding a motorcycle is one of the most fun things you can do, but like so many experiences worth doing, it's dangerous as hell. The world is not a friendly place and it seems to have a special thing against motorcyclists. So, if you want to hop on two wheels, you need to know what you're doing.

I recently got to participate in Harley-Davidson's Taste of Freedom Tour, a part of their 110th anniversary celebrations, and was lucky enough to ride a candy red 1200 Custom Sportster across the San Bernardino mountains. We were a pack of 12 relatively fresh drivers, and we all learned a lot about what to do and not do while riding a bike. Here are 10 lessons that will help you have the time of your life and come away all in one piece.

1. Wear A Helmet

Your mom's a smart lady – you should listen to her. When she told you to always wear a helmet as a kid, she did so for a reason. Your cranium may have gotten a little thicker in the ensuing years, but no matter how dense it may be, it won't protect you against a solid crack against concrete.

Brain damage is no fun, eating through a straw is hardly pleasant and trying to communicate with a damaged parietal cortex is no walk in the park. Don't be an idiot; wear a helmet. You may never need it, but when you do, you'll be glad you did.

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Financial Report, Neil "Tex" Jones

Our current balance is \$552.12. All bills are paid. The officers have met and have planned expenses for the upcoming Christmas party/meeting on Dec. 13. The total shows part of the Christmas

event we have already paid for. We have enough to cover the remainder of the costs.

Reminder: You can pay your annual dues to the club before March 1 and it will be only \$15 for the year.



Scoot Stories, Neil "Tex" Jones



Sturgis. The difference in Sturgis during bike week and everywhere else is this. You know how you drive your scoot around your home area and see about all cars, with just an occasional motorcycle. During bike week in Sturgis area, you drive by all motorcycles and see a car (four wheels) very infrequently. I figure every biker has either been there, or is planning on going "some day." It is the Mecca of bikers. It is the place that draws people from all over to be part of the excitement. I went there in 2010, and was back again this year, 2014, formore. I had the advantage both times of going with T Bone, who has been to Sturgis fourteen years in a row. The boy knows his way around there, including some roads many don't know about. I feel like I'm in a cowboy movie when I am in the

granite mountains, half expecting to hear the long zing of ricocheting bullets off the rocks. and one can see why this area was often used for westerns, and why the area was chosen as the bestfor the building of Mt. Rushmore. And visit the nearby town of Keystone after riding the Stone Mountain Highway for some good patches, souvenirs. The Spearfish Canyon road in one of my favorites too. The terrain changes to barren red desert in the badlands, another great backdrop for rugged cowboys riding through the beating sun, and the tradition continues through horsepower on two wheels instead of four legs. Needles Highway curls for miles in the valleys between the mountains cloaked with pine, cedar trees and spruce trees. The town of Deadwood is deep in a valley and was initially a silver boomtown. And it continues with its tradition as a gambling

town, as there are still casinos/gambling halls. You can gamble as Wild Bill Hickock did on his last day on this earth. He is buried there alongside Calamity Jane who came along decades later without his permission to lie by his side for eternity.

A good day trip is to go from southern S. Dakota to neighboring eastern Wyoming, to see Sundance and the burnouts held there, to The Devil's Tower, to Hulett on NP Wednesday. And that's not even getting to the town of Sturgis yet, with every MC vendor you even heard of and many you have not, and freebies at the vendors are common. Not far away is Rapid City with a large HD dealer and many vendors there. In the Sturgis area are bars that are about as tame or wild as you want, like the Full Throttle Saloon. Every year big name

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Scoot Stories, Neil "Tex" Jones

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bands are in performance in the area.

There are many motels but they sell out early, with many people booking a year early. We camped out in Custer, in sight on the Crazy Horse Memorial. There are many places to eat. Harley Owners Group had a big tent in Sturgis and provided lunch

and beer, Sturgis event pin, as well as a nice HOG cap, all free in showing a HOG membership card. I could go on and those of you who have been there surely are wondering why I did include a nice area/event/ride to cover, but that's because I can't cover it all. Too much. The trick as to how Sturgis bike week can handle hundreds of thousands of bikers, is that it is

not just Sturgis. It is much of southwestern South Dakota and even some of Wyoming. All those bikers are really spread out. But to me, it's all about the riding. I have never been anywhere with such a variety of terrain, all beautiful and ideal for motorcycle riding.

Let's saddle up and ride. ~Tex

Road Captain Report, Jerry "Big Country" Knox

Hello Muletown,

Well, we have put another year in the books, and I must say, it was a great one. There was a good mix of new destination, as well as some great repeats. A couple were rescheduled because of rain, but to my knowledge, this was the first year that any had to be rescheduled or cancelled due to cold weather. Late October and November were pretty brutal for riding.

As I leave the position of Head Road Captain for now, I would be remiss if I didn't thank a number of people. First of all, I want to thank the chapter members for putting up with me for this long. Secondly, thanks to all of the Road Captains. Over the years the mix has

changed, but all of them, then and now, are awesome. Muletown has the best in all of H.O.G., hands down. Third is the officers. I have seen four different assistant directors, and served with three. Other officer positions have changed as well, like activities officer, treasurer, newsletter editor, membership officer, secretary and safety, webmaster, and even at one time, photographer. Every one of those who held these positions was awesome! Last but certainly not least, I have to give a shout out and special thanks to Captain Ron Miller. He "coached me up" when I first had interest in becoming a Road Captain. From me to you, Thanks Ron. I remember a lot of what he taught me, but one thing that stands out that I have tried to do myself,

as well as pass on, is keep the ride interesting, and safe. I feel we as a chapter have done that and then some.

After I have said all of this, this doesn't mean I am going anywhere. I am still riding the roads, trying to find some Joe Hopper and Ken Steverson haven't been on. At the risk of sounding Redneck (what a surprise), I ain't going nowhere! I will still be a Road Captain, looking for those roads. It is just time to give someone else a chance to serve, and I know Tony will do an awesome job.

From our house to ya'll, have a great Christmas, and prosperous 2015!

Hope ya'll have a good'un

~Jerry

Safety Report, Col. Tony Cornelius

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2. Wear Gloves

This one may seem innocuous, but just think about it for a second. Every time you fall, what's the first thing you do? You put your damned hands out. It's human instinct, and when you're flying off your handlebars at 50 miles an hour, all you have is human instinct. If you're wearing a pair of simple leather gloves in the case of a minor spill, you'll likely come away with a few scratches at worst. If you had on a proper set of gauntlets...I doubt you'd even break the skin.

3. Wear Proper Boots

You may have grown up tooling around on your cousin's Vespa in nothing but a pair of sandals and swim trunks, but that doesn't mean you should continue doing so. Why wear solid over-the-ankle footwear? That old Vespa likely weighed at most 300 pounds – take a Heritage Softail for a spin, and you're working with nearly 800 pounds of chromed-out metal. When you accidentally tip that bad boy over and experience that "oh, sh*t" moment and grunt like the Hulk to save your baby, the last thing you want is your foot slipping out or your ankle giving way. Good soles are essential, as is ample ankle support.

A proper jacket and pair of pants are also essential. In the event of a real spill, only proper riding leathers will give you the protection you need. The last thing you want to be is a SQUID (Stupid Quick Underdressed and Imminently Dead).

4. Look Where You Want To Go

You go where you look – it's just how it works. When you enter a corner, it's imperative that you turn your head and look through the turn to where you want to go. There's nothing like the sensation of entering a corner and all of a sudden realizing that you're not turning, you're just going straight toward the opposite lane of traffic. Then you realize you're staring at a goofy-looking rock on the far side of the road and the light bulb goes off, you turn your head, look out at the exit of the curve, give a little lean and you're in the clear.

5. Never Use The Front Brake First

When a raccoon leaps out at you, a semi decides to change lanes or your exit pops up out of nowhere and it's time to hit the brakes and shed that speed, never hit the front brakes first. NEVER. You must train your instincts to always go for the rear brake first. If you grab the front break with any kind of enthusiasm at speed, you will eat it. This is not a question; it is a fact. Brake first with your foot, not your hand – you'll be glad you did.

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Safety Report, Col. Tony Cornelius

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6. Slow In

Turning in, leaning down and powering out – there's nothing like it. And when you get in the flow and you're cutting apex after apex, you're going to want to kick things up a notch. You need to remember to keep things in line, though, and always brake before you enter a curve. Racing drivers preach the church of smoothness, and that means accelerating and decelerating in a straight line. Grabbing the brakes in the midst of a corner is liable to upset your weight distribution, mess with your traction and generally screw things up.

The faster you're going, the more these effects are magnified. Go in too hot, grab the brakes in a panic and you'll realize that you would have been much much happier if you had just downshifted and chilled a bit. Slow in, fast out – leave the speed for your way out.

7. Watch Out For Sand And Debris

A motorcycle has much less traction than a car, and when debris like sand and gravel get between you and the road, it can have very detrimental effects. To avoid getting screwed by the sandman, you should always be on the lookout for sand and gravel and avoid driving over it in the first place. This means avoiding the shoulder and being aware of things like construction sites.

When riding in a group, it's important to help each other out and point out roadside hazards as they appear. Point out with your left hand for debris and obstacles when they're on your left and kick out your right foot to let your buddies know when there's a big patch of gravel on the right.

When you do have to go over a patch of sand, the key is to keep it slow and smooth, avoiding abrupt throttle or brake inputs. You also want to try and keep your bike as upright as possible. Lose traction at a 50-degree angle and you're going to go down; lose traction while perpendicular to the ground and you should be able to roll right on.

8. Don't Drink

This should really be a no-brainer, but never ride while intoxicated. Two beers can be as dangerous as six because riding requires making split-second decisions and reacting with precision and confidence. Alcohol not only slows your reaction time but gives you a false sense of confidence, making you more likely to try and squeeze through that disappearing gap or take on a corner way too hot. It's your responsibility to avoid collisions and maintain safe spacing while on the road. Doing so while stone sober is demanding enough as it is. Doing so while seeing double and burping up bubbles of booze – nigh on impossible.

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Safety Report, Col. Tony Cornelius

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9. Act Like Nobody Has Mirrors

The average commuter is off in his or her own little world, chatting away with their friends, dreaming of tomorrow's party or scanning the radio 'cause they need to twerk it like Miley. They are doing everything but looking out for motorcyclists, and this means you need to be constantly on your guard. A good rule is to act as if everyone around you has no mirrors and can only see straight ahead. This means you've got to avoid blind spots, maintain proper spacing and assume that everyone and anyone may unexpectedly change lanes at a moment's notice. This may sound like an imposing task, and it is, but with time it will become second nature.

10. Roll Into It

The key to riding safely is keeping things smooth. Just as you never want to slam on the brakes, you never want to tear open the throttle. It's all about keeping the bike and yourself balanced. This applies as much to operating the machine as it does to approaching how and when you drive. Don't expect to drive cross-country a week into your license. Know your limits and be aware of how much and what kind of experience you have.

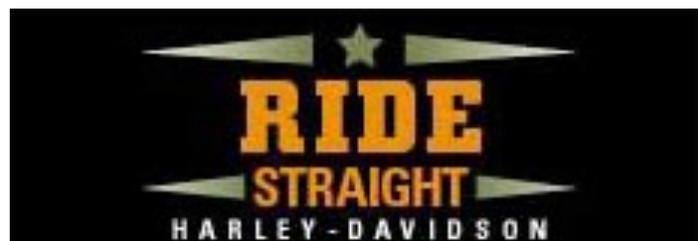
You never stop learning, and every ride is an opportunity to refine and develop your skills. If you're just getting started, find a friend who rides and follow along. Watching how more experienced riders handle themselves is one of the best ways to learn and improve. If you're an experienced rider, don't be miffed by newbies asking advice – you were once there, too. Every rider should take pride in ushering in new members to the club that is motorcycling – just make sure they know these essential tips so they can have the time of their lives and keep on doing so for years to come.”

Read more: <http://www.askmen.com/cars/galleries/motorcycle-safety.html#ixzz3KnZllahj>

RUMBLE ON MULETOWN!

See you soon!

Tony Cornelius



Harley Owners Group Sponsoring Dealership



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**It is about the bikes and the people,
after all.**

Chapter Purpose

The purpose of this chapter is to promote responsible motorcycling activities for local Harley Owner Group (H.O.G.) members by conducting Chapter activities and encouraging members to participate in other H.O.G. events. Chapter activities and operations shall be conducted in a manner consistent with a family oriented, non-political, philosophy. We are dedicated to advancing the enjoyment, image, and safety of the sport of motorcycling.

We do more than ride!

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