



Muletown H.O.G. Chapter 2033 Newsletter



March / April 2012

Editor's Note



By Eddie Zero

I'm excited with this edition of the newsletter as it contains some new features. Our own Neil "Tex" Jones is writing a monthly column that I'm sure you will enjoy called "Scoot Stories". Also, we have many talented members in our club so we are adding a list of resources that you may not know about. (This also will be new on our website.) Check out the flyer for the Nashville Sounds ballgame outing. Another cryptogram game is in store this month for your brain exercising activity.

As always, have Fun and Ride Safe!

Asst. Director's Report



By Ken Steverson

Group Riding –
Always a Challenge

Until I joined the Muletown Harley Owners Group I was pretty much a loner when it came to riding. Sure Mary and I would go riding but we didn't have a group of friends to ride with. Muletown H.O.G. changed all that and while we still enjoy riding alone it's no longer our preferred type of riding. The companionship and fellowship of other riders makes the ride all the more sweet. That's not to say that group riding is without its challenges.

One thing group riding has taught me is that no two bike riders ride in exactly the same fashion. Some ride in a more aggressive manner, while others are laid back and take a more leisurely approach to their riding. Riders take different lines in the twisties, some choosing to use the tried and true outside-inside approach using the entire lane available to them others like to hold their riding line slowing well before the curve and maintaining their position in their inside or outside portion of the riding lane. None of these riding styles is right or wrong, just different.

Since riding styles are different it's important for those riding with a group to spend some time thinking about their particular riding style and how it fits with others in the group. If you like to ride a little more aggressively where

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Asst. Director's Report

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should you place yourself in the group? I think it's fair to say that most of our Muletown H.O. G. road captains are moderately aggressive riders so if you enjoy aggressive riding maybe your place in the group is toward the front. If you take a more leisurely approach to riding and don't have a "need for speed" perhaps your place is toward the back of the group where the pace is a little more relaxed.

There are some basic safety issues involved here. More aggressive riders "stuck" behind a less aggressive rider may inadvertently find themselves riding too close to the rider in front of them or the less aggressive rider may feel pressured to ride beyond their comfort zone. Neither situation is a good one and could result in a bad outcome.

Group riding takes some honest self evaluation of your riding style. Before your next group ride give some thought to your riding style. Ask yourself, "How's my riding?" How does it compare to others in our group, and what can I do to make the ride enjoyable and safe for myself and others in the group?

Activities Report



*By Denise
Earlywine-Fisher*

It's cold, it's hot. It's hot, it's cold. Record heat, high pollen. I can see Mother Nature laughing as she is

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Financial Report



By Jay Morgan

The pancake breakfast was a great success raising needed funds to finance our clubs activities. Thanks go out to everyone who participated in this event! Our balance after the breakfast is \$1380.26 with 1 bill due to Terry Fox for a silverware purchase. Looks like we have some great rides coming up, so I hope to see you on the road!

Peace Jay

Safety Corner

By Eddie Zero

I've heard it said, and believe it is true, that hopping on your motorcycle to relieve stress is better than many of the pharmaceuticals for that purpose. After a rough day at work, fight with the mother-in-law, or nagging bills that have you stressed out, you may just leave it all behind as you cruise through the country side or head to your favorite restaurant. As you slowly process the day's events, you ride along. You seem to suddenly be in your own little world. Did you know that those thoughts can be a distraction from safe riding?

Remembering that searing remark made by your mother-in-law, you didn't notice that the light in the intersection had turned yellow with a Hummer turning left in front of you. Heaven forbid, that could be the last thought you will ever have! Unwinding on your bike is one of the great joys of riding, but you must always be keenly aware of your surroundings. Don't let your thoughts interfere with your ability to have a safe ride!

Activities Report

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having fun with us all. Still, this has not seemed to hamper our activities or riding needs.

We have some great events and rides coming our way and you won't want to miss out on any of them.

Our pancake breakfast is on 04/21/12 and will be an "eatfest" of flapjacks and sausage. All to help our Chapter and local charities.

May 25th is Million Mile Monday. What a great time to ride, eat ice cream and spend time with friends and loved ones.

Take me out to the Ballgame is scheduled for Saturday, 08/11. We had so much fun last year that we just had to do it again. Check your newsletter for all the details. Seats are going fast, so do not wait and strike out.

Do you have an activity or event that you want to take part in? Do you have ideas for the picnic, rides, or just, "Hey, I have always wanted to do"? Plan it out, shout it out, email, call, etc. Activities and events are always more fun with more people.

Have a great day
Denise
Activities

Answers to Jan. / February '12 Cryptogram

The State Rally is in Cookeville

Head Road Captain's Report



By Jerry Knox

The Liberator
Harley Davidson's WLA - The Bike that Won
the War

Contrary to popular belief, motorcycles never saw direct combat during WWII. Their use was limited to policing, scouting and courier duties, in stark contrast to WWI, when motorcycles were used for actual fighting. But because military convoys were typically led by motorcycle mounted escorts - including Brigadier General George S. Patton's 2nd Armored "Hell on Wheels" Division that liberated much of occupied Europe - Harley-Davidson's WLA became known as "The Liberator". Motorcycle mounted reconnaissance officers were usually the first soldiers to enter occupied territory, making theirs one of WWII's most iconic and enduring images of freedom.

Harley-Davidson manufactured more than 88,000 motorcycles for military use between 1941 and '45, earning The Motor Company two Army-Navy "E" Awards for production excellence. A small number were "Experimental Army" XA models and even fewer were Knuckleheads. The vast majority were Army-spec versions of the civilian WL model, powered by the simple, durable, 45-cubic-inch (750cc) flathead V-twin. Specialized for military duty with a skidplate and skirtless fenders for mud clearance, the WLA was further differentiated with service-ready accessories such as a heavy-duty rack, secondary "blackout" lighting and, of course, a fork-mounted machine-gun scabbard.

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Just over one-third of WLA production was exported to allied nations under Roosevelt's Lend-Lease Act of 1941 - 30,000 went to the Soviet Union alone, with much smaller numbers to the UK, France, China and the Canadian Armed Forces. The remainder went to the U.S. military. This relationship largely kept Harley-Davidson alive during WWII. Production of civilian vehicles was essentially suspended in '42 to meet the military's massive demand for copper, steel, iron and aluminum. Each dealer received just a single new bike that year, and aluminum became so scarce that dealers were forced to send in old, broken pistons to be melted down and re-cast into replacements. Unless you were police, fire or active-duty military, your chances of riding a new Harley were virtually non-existent.

Wartime production experience positioned Harley to deal with the inevitable massive peacetime motorcycle demand, as thousands of soldiers returned home wanting a bike just like they remembered riding in the service. Post-war demand for surplus motorcycles was so great that few original WLA's survive today. Ironically the best source of complete bikes and parts remains the former Soviet Union, where a perpetually depressed economy and no coherent motorcycle culture left many wartime bikes underused and intact.

Though WWII helped Harley-Davidson survive and thrive, immediate post-war policies sowing the seeds of the company's eventual difficulties competing against British and European brands. Harley still couldn't get the raw materials to satisfy product demand throughout the late '40s, as the U.S. re-routed significant steel and aluminum resources to rebuild European industries and economies under the Marshall Plan. Waiting lists for Harleys were a reality well before the '90s! This led directly to the flood of inexpensive, lightweight foreign motorcycles that started appearing in America in the '50s, siphoning sales away from the proud, patriotic American manufacturer.

(Article from Motorcyclist Magazine, April 2012.)

JK

SPONSORING DEALERSHIP:

Harley-Davidson of Columbia

1616 Harley –Davidson Blvd.
Columbia, TN 38401
(931)540-0099
www.hdcolumbia.com

Muletown Resource List

<u>Member</u>	<u>Specialty</u>
Gary Davis	Protection Services, Armed and Unarmed Security Classes, Carry Permit Class
Denise Earlywine	Motorcycle Safety Classes
Lori Mann	Pin Banners
Jay Morgan	Custom Cycle Painting
Trish Shearn	Motorcycle Safety Classes
Mary Steverson	Floral Arrangements

March / April Birthdays



Cindy Fox

Muletown HOG Chapter #2033

Officers

- Director – Bill Isom
- Assistant Director – Ken Steverson
- Secretary – Eddie Fisher
- Treasurer – Jay Morgan
- Membership – Terry Fox
- Activities Coordinator – Denise Earlywine-Fisher
- Head Road Captain – Jerry Knox
- Newsletter Editor – Eddie Fisher
- Webmaster – Trish Shearn

www.muletownrider.com

Membership Report



By Terry Fox

Well it's the middle of April and we have had 3 good rides with good turnout. So far we have 45 members, with the 2 new members, 1 a renewal being Gerald Dempsey and new member Cindy Brown, Chris's wife. We may be down a few members from years past, but it is a fine bunch of people. Some of our old members have not renewed for various reasons and will be greatly missed. Many of these members were Charter members who welcomed me into this club 7 years ago, when I walked into Sports Page that first night, not knowing hardly a soul. All I knew was I loved to ride and wanted some people to ride with. And it has been great fun. I know these people are like me, it is still in their blood, that passion to ride. I hope to see them on the road and maybe back in the club sometime. I also hope that if someone who is reading this, or knows someone who needs people to ride with, they will come check us out. I also hope we are making everyone feel welcome and part of our family. Enough rambling screw it let's ride!!!!

Muletown Cryptogram

An American Icon

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
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R

6 26 26 25 5 9 26 21

Scoot Stories

By Neil "Tex" Jones

At age twelve I knew life was good when I got her. My first scoot. It was a used 1958 Allstate Moped, with a 2 1/2 horsepower, one-lunger monster of a motor. .

In today's terms you might call it an early Hybrid, 'cause it was half motorcycle and half bicycle, with the second half way bigger than the first. To crank her, I sat on the bike on its double kickstand and spun the pedals like a stationery bike until she started. Then I'd roll her forward off the stand and blaze off in my in-the-wind-freedom. When the haul got too much, like riding double or conquering hills (not like hill-climbing-hills, but more like slight-increase-in-grade-hills), I'd pump those peddles and climb, climb.

Started out riding with my buddy T Bone, aka Gerald, and am still taking cross country rides with him a time or two a year. He got his nickname because he was skinny as the long end of a T bone turned sideways, after a dog had gnawed it clean. Before he got his own scoot, T Bone rode on the back of the Moped. None of us had helmets. I never knew anyone back then who did. And the back of the Moped had just a small luggage rack, no seat, and of course no footpegs for the passenger. But it was fun to hit the potholes square just to hear him holler. That had to have hurt, what with just a patch of worn out blue jeans and a little meat to buffer the slam of metal against bone. So, we'd ride all over South Oak Cliff (south Dallas) area on the overloaded machine, with him white-knuckle hanging on and legs stuck straight out and away from the muffler and chain. I remember the spongy handling with the back tire mashed half flat.

It wasn't long before T Bone came up with \$15 for a ServiCycle that a farmer-neighbor had stored in a barn. For the last few years, the ServiCycle had been a dusty, dung-laden chicken roost and, all said and done, that ServiCycle was a tad rough. We pushed it home, cleaned it up, and cranked on it, and cranked and cranked and cranked some more, for two days, till the arches of our feet were so bruised and swollen we limped. That didn't work as the ServiCycle never cranked. Then we took turns riding it as his dad pulled the bike with his Studebaker and a long rope to get it started. And riding the thing was a bit tricky, with the rope going slack and taut and popping you like a paddleball. That didn't work either; it still wouldn't hit a lick. In fact, that ServiCycle never came close to starting, so T Bone wound up buying an old James that did run, mostly. But that's another story.

I guess the lesson learned was when life gave you hills too steep for your motor to climb, peddle like crazy, or you had a scoot that would do everything but run, give up and buy a used James.

Life wasn't all that complicated back then.

TAKE ME OUT TO THE BALL GAME

What: Nashville Sounds baseball team

When: Saturday, August 11th starting at 5:35pm

Where: Greer Stadium – Jack Daniel's Porch

This is for all who wish to participate (family, friends, etc) and come join us for a fun filled day at the ballpark. We will be celebrating on the Jack Daniel's Porch located behind home plate. It is the newest picnic venue at Greer stadium and is elevated and covered to provide an unparalleled shaded view of the field. Along with the standard picnic buffet, this area offers \$2 beers (brand unknown)

Now let's talk about food. Your per person ticket price includes, all-you-can-eat picnic buffet of BBQ Pork, Hamburgers, Hot Dogs, Baked Beans, Cole Slaw, Potato Chips, Soft Drinks and Cookie and of course the ball game with a reserved seat behind home plate as well.

The game begins at 6:35pm with the buffet beginning one hour prior. Per person price is \$30. Confirmation must be made and monies received ASAP to reserve your seat. Please contact Denise Earlywine for your reservation and payment (cash or checks only). 20 tickets have been reserved. **HURRY! DON'T WAIT UNTIL THE LAST INNING TO BOOK YOUR SEAT AT A FUNFILLED EVENT.**

Denise's contact info:
dpearly@bellsouth.net
615-354-7088 cell

Chapter Ride Routes

GiGi's Elkton March 3, 2012

R 412
R 431
R Old Berlin
R New Cut Rd.
L Fred White
R 50
L Seavy Heights
R Scribner's Mill Road
L Baptist Church Road
R Glencoe
L 373
R Valley Creek
L Valley Creek
L 31
R Kerr Hill
L 166
R 64
L Vales Mill
R Chicken Creek
L 64
R 11
L Salem
L Tackett's Branch
R 'Possum Holler
L Edmondson
Straight - 273
R 31
L GiGi's

Sue' Gyros March 17, 2012

2. Turn right onto TN-99 E/TN-99 Scenic E/Bear Creek Pike
3. Turn right onto TN-106 S/TN-99 E/US-431 S/Lewisburg and Franklin Pike Continue to follow TN-106 S/US-431 S 11.7 mi
4. Turn left onto TN-106 S/TN-50 E/US-431 S Continue to follow TN-106 S 1.9 mi
5. Continue onto N Ellington Pkwy 1.2 mi
6. Turn left onto TN-50 E/US-431 S/E Commerce St Continue to follow TN-50 E/US-431 S 12.5 mi
7. Turn left onto Church St 0.4 mi
8. Turn right onto S High St 0.2 mi
9. Take the 3rd left onto Water St 0.3 mi
10. Continue onto TN-129 E/Petersburg-Chestnut Ridge Rd 6.6 mi
11. Turn right onto TN-129 E/US-231 S Continue to follow TN-129 E 7.4 mi
12. Turn left onto TN-129 E/Lynchburg Rd Continue to follow TN-129 E 4.6 mi
13. Turn left onto TN-55 E/Majors Blvd Continue to follow TN-55 E 3.1 mi
14. Turn left onto TN-82 N 6.3 mi
15. Turn left onto New Center Church Rd 4.8 mi
16. Continue onto Snell Rd 2.4 mi
17. Turn left onto TN-130 W/Richmond Pike 262 ft
18. Take the 1st right onto Dixon Rd 0.9 mi
19. Take the 1st left to stay on Dixon Rd 0.9 mi
20. Turn right onto Knight Campground Rd 0.9 mi
21. Turn left onto TN-64 W/TN-64 Scenic W 10.4 mi
22. Turn right onto TN-11 N/US-31 Alt N/Nashville Hwy Continue to follow TN-11 N/US-31 Alt N 17.5 mi
23. Turn left onto Arno Allisona Rd 5.5 mi
24. Turn left onto Bethesda-Arno Rd 1.2 mi
25. Turn right onto Cool Springs Rd 1.9 mi
26. Continue onto Peytonsville-Trinity Rd 0.2 mi
27. Turn left onto Peytonsville Rd 0.3 mi
28. Turn right onto Gosey Hill Rd 3.7 mi
29. Turn left onto Arno Rd 1.2 mi
30. Turn left onto S Carothers Rd 2.8 mi
31. Continue onto Carothers Pkwy 1.1 mi
32. Turn left onto Murfreesboro Rd 0.9 mi
33. Turn right 249 ft into shopping center, Sue's will be on your right.

Chapter Ride Routes

Fall Creek Falls April 7, 2012

East on 99

R 431

L 99

L 31A

R 270

L 41A

R Unionville-Deason

R 231

L 82

Stop Bell Buckle-82 Market

East on 82

L 64

R 41

L 280

L 70S

Stop McMinnville-Citgo/Outdoor Outpost

East on 70S

R 30

R 284 into Fall Creek Falls

Stop Fall Creek Falls Restaurant-Lunch

North on 284

L 30

L 70S

R 70S-Woodbury

Stop Citgo 70S/64

South on 64

R 99

L Big Springs Road

R 41

L Epps Mill Road

L Wayside

R Christiana

R 231

L 269

L 99 to Eagleville

L 99

R 99

L 31A

R 99

R 431

L 99

L Columbia Harley





Muletown Event Calendar

Date	Time	Event	Destination / Place
May 5	8:30am	B-Ride (Closed Event)	Timberloft Restaurant / Gordonsville, TN
May 15	7:00pm	Chapter Meeting (Open Event)	TBD
May 19	7:30am	A-Ride (Closed Event)	Breakfast Ride / TBD
May 22	6:00pm	Dinner Ride (Closed Event)	Puckett's / Franklin
June 2	8:30 am	B-Ride (Closed Event)	TN State HOG Rally / Cookeville, TN
June 16	8:30 am	B-Ride (Closed Event)	TBD
June 19	7:00pm	Chapter Meeting (Open Event)	TBD
June 25	6:00 pm	Million Mile Monday (Closed Event)	Soda Pop Junction / Lynnville, TN
July 7	9:00 am	A-Ride (Closed Event)	Riverview Restaurant / Ashland City, TN
July 12	6:00 pm	Dinner Ride (Closed Event)	TBD
July 17	7:00pm	Chapter Meeting (Open Event)	TBD
July 21	9:00 am	B-Ride (Closed Event)	Clarksville, TN



Muletown Event Calendar

Date	Time	Event	Destination / Place