

DOWN THE ROAD . . . THROUGH THE MIST

There are a lot of things that come to mind as I head off down the road. Sometimes I find myself visiting another realm - a place that shimmers beyond that mirage . . . which seems so real. The mirage is not receding as usual, but draws closer as I ride into the sunset. What I experience there cannot be verified.

The USA is a huge jetliner, cruising along at 500 miles an hour, 36,000 feet up, with a full complement of passengers, going nowhere in particular. Over a period of time, it becomes apparent that there are problems with the aircraft. It wasn't a sudden complication, but a slow, almost imperceptible deterioration of airworthiness that seemed to take everyone by surprise. By the time this condition became known, it seemed that there was no realistic chance of keeping the plane aloft, so a bailout was to be undertaken. To the horror of the passengers and crew, it was discovered that there were not enough parachutes* for everyone on board. The bailout would only be possible for a select few, who promised, on their word of honor, that they would solve the problems after being rescued, and then employ the appropriate solutions when they returned to the plane to rescue all their seatmates.

*An alternate vision has my son employed by the USA as a mechanic for this aircraft. When he was in the USMC during Desert Storm, he was trained as an ejection seat specialist, and was assured that he would easily find a job in the industry upon his discharge from the service.

He has secretly been employed to install ejection seats on this aircraft for pilots and crew, and other "bigshots", who will bailout at the appropriate time, leaving rank and file Americans to "go down with the (air)ship."

What if . . .

. the USA was an army of motorcyclists, riding close to the speed limit, on the Interstate, heading for the future?
 . each of us is the captain of our own destiny, willing to live or die by our own choices?
 . we were committed to living life to the fullest, with regard for the rights of every one?
 . we really cared about and wanted what was best for each other?
 . we really did believe in the brotherhood of the road?
 . we were only interested in a bailout if it was fair for us all?
 . the slim hope of rescuing the USA rested on the faith and efforts of each of us, rather than on an ineffective governmental system?
 . we realized how far we have been removed from those moving words of JFK: "Ask not what your country can do for you; ask what you can do for your country?"

. our freedom and liberty are the results of God's blessing on this country?
 . removing all mention of God in the public square meant the removal of God's blessing on us?

"If my people, which are called by my name, shall humble themselves, and pray, and seek my face, and turn from their wicked ways; then will I hear from heaven, and will forgive their sin, and will heal their land." 2 Chronicles 7:14

Pastor Sam Downey

P.O. Box 557 Adams, WI 53910

608-547-8198 fbcaf@aim.com



BSA 101: A short history of the AMA Vintage Motorcycle Days Marque of the Year. Humble beginnings led to seven decades of motorcycle excellence PICKERINGTON, Ohio -- What do the Crimean War, the manufacturing of rifles, and the building of bicycles have in common?

They're all events that led up to the British Birmingham Small Arms Co. -- better known to the world as BSA -- producing motorcycles that ultimately became among the most iconic in the world. The legendary brand will be honored this year as the Marque of the Year at AMA Vintage Motorcycle Days, set for July 24-26 at Mid-Ohio Sports Car Course in Lexington, Ohio.

"Despite its rather unorthodox beginning, BSA endured and carved out an impressive place in motorcycling history," said Tigra Tsujikawa, marketing and special events manager for the AMA. "BSA Gold Stars, Shooting Stars and other models rightfully earned a reputation for performance on the track, and played a large role in the brand remaining popular long after the factory shuttered its doors in the 1970s. I'm personally looking forward to showcasing the marque at AMA Vintage Motorcycle Days, and highlighting the machines and people who made BSA famous."

The Birmingham Small Arms Co. was formed in 1861 by a group of gun makers to supply weapons to the British government during the Crimean War. As the war declined, the company branched out into making bicycles, and by 1903 produced its first experimental motorcycle, along with automobiles. Its first in-house motorcycle appeared in 1910, and a subsidiary, BSA Motorcycles Ltd., was created after the first World War saw the company move back into arms manufacturing for the duration.

Between wars, the company focused on refining its motorcycles into well-regarded, reliable transportation that sold well in England, where BSA boasted that one in four motorcycles on the road was made by their company. From the beginning and throughout its history, BSA made a splash with the evocative names it chose for its motorcycles: Blue Star, Empire Star, Golden Flash, Road Rocket, Spitfire, Thunderbolt and Lightning are among the most well known.

Perhaps its most famous model was the Gold Star, "born" in 1938 but refined after WWII. It was named after the Gold Star pins awarded to motorcycles that lapped the famed Brooklands track at more than 100 mph, and would ultimately become the bike of choice among England's young rockers, who stripped them of unnecessary parts and hot-rodged them into café racers.

During the 1950s the company turned to racing, fielding teams in the Junior Clubman class at the Isle of Man TT. By 1956, BSAs made up 53 of 55 entries in the class.

Looking to replicate its sales success with racing in the United States, the factory entered a team of racers in 1954 in the Daytona 200, which, at the time, was held on the beach course. Aboard a mixture of single-cylinder Gold Stars and twin-cylinder Shooting Stars, BSA riders swept the top five places in the race, cementing the brand's image in the U.S. as a performance machine.

By the 1960s, small, reliable, oil-tight Japanese machines were gaining momentum. To strengthen its position, BSA merged with Triumph, and had mild success with its Rocket 3, a three-cylinder bike that shared its engine and drivetrain with the Triumph Trident. Nevertheless, by the 1970s, performance Japanese motorcycles had displaced BSAs in the minds of many motorcyclists.

Following a merger with the Norton Villiers Triumph Group, the combined company stopped producing BSA-branded machines in 1973.

Still, BSAs endure today as both competitive vintage racers and, along with other British brands such as Triumph, staples of the modern café racer culture.

To learn more about BSA history, see numerous machines in person -- both on display and on the track -- and maybe even add one to your own collection, there's no better place than the country's largest celebration of motorcycling heritage: 2009 AMA Vintage Motorcycle Days.

For more information about AMA Vintage Motorcycle Days, visit www.AMAVintageMotorcycleDays.com.

It doesn't matter what you ride... what matters is that you have the right to ride.
 Join and Support ABATE of Wisconsin: Protecting your Right to Ride since 1974.

PLEASE PRINT OR TYPE YOUR INFORMATION
 Annual Individual Membership \$25
 Annual Couple Membership \$45 *

(*Two people at same address—only one copy of our newsletter.)
 For Life Membership Rates or to join with a credit card visit our webpage at www.abatewis.org

This is a _____ New Membership or a _____ Renewal Membership

Name: _____

Second Name
 If Couple: _____

Postal Mailing
 Address: _____

City: _____ State: _____ Zip: _____

County
 Of Residence: _____

ABATE of Wisconsin, Inc. does not sell or share our membership information with anyone.

ABATE of Wisconsin, Inc. is a Non-Profit Membership Corporation dedicated to Protecting the Rights and Safety of all Motorcyclists. Paid members receive a new or patch, membership card, our monthly newsletter and other rights of membership. For more information visit us on the web at www.abatewis.org.

Mail with payment to: ABATE of Wisconsin Membership
 438 N Water St., Black River Falls, WI 54615
 715-254-7415 or 800-386-4442 abatewis@abatewis.org
 Thank you to the Free Riders Press for this support & promotion!

Wanted: 47 year old thoroughly single woman, down since '03, release & returning to Madison in Late July. Would like to meet single guy 40 or older who knows how to enjoy peaceful times but still likes to rock & roll. I'm 5'7 165 lbs, br/bl, curious and interested in just about anything.

Ruth Anderson 232984

PO Box 1947

Fond Du Lac, WI 54936-1947

leave your
 footprint in
 motorcycle history

join
 ABATE of Wisconsin
 "The Motorcycle Issue Experts..."

Call 800-386-4442 or go to www.abatewis.org