



Northshore HOG News

UPCOMING EVENTS

- Aug. 17-27, 105th Ann. HOG Party, Milwaukee
- Sept. 6, Chapter Meeting & Ride, NSHD @ 9:30am
- Sept. 20, Show & Go Ride, NSHD @ 9:00 am
- Sept. 28, Sunday Brunch Ride, NSHD @ 9:00 am
- Oct. 4, Chapter Meeting & Ride, NSHD @ 9:30am
- See the web site for a complete listing of events

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ISSUE 50

SEPTEMBER, 2008

TWENTY DAYS IN MAY

(Part 3 of 3)

By Dan Wehr

The last installment of this article found Dick, Dwight and I at a local hotel in Salina, Utah, noshing on pizza, and turning in early.

On the morning of May 24, we departed Salina at about 7:00 am. The skies were clear, but the temperatures were in the low 40s. Our planned route was to take us over 500 miles through south eastern Utah, Northwestern Arizona, and ending in Farmington, New Mexico.



DWIGHT AND I AT CAPTIOL REEF NATIONAL PARK

From Salina, at an elevation of about 8,000 feet, we traveled southeast on Utah Route 24. We continued to climb to Torrey, UT, reaching an elevation of over 11,000 feet. The temps dropped to the high 20's, with snow-covered ground on either side of the highway. After Teasdale, we descended about 2500 feet to the Capitol Reef National Park. Between Torrey and Caineville, we passed through a spectacular canyon bordered by sandstone cliffs on either side of the road, flanked by the Fremont River.

An hour later we entered the Glenn Canyon Recreational Area on its north side. Route 24 passes over the Colorado River Valley at the eastern extremity of Lake Powell.



3,000 FEET ABOVE EASTERN LAKE POWELL



DWIGHT & DICK AT GLENN CANYON

As we entered Glenn Canyon, we encountered a surreal landscape of steep red cliffs on either side of the road, and a plateau, elevated about 3,000 feet above the lake. We decided

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2008 Officers

Sponsor

Mike Bruno's 985-641-5100
NorthShore Harley-Davidson
E-mail: info@northshoreharley.com

Director

Carl Hill 985-645-9692
btrblman@charter.net

Asst. Director

Greg Peterman 985-649-2025
dyna95th@bellsouth.net

Secretary

Pat Schaefer 985-871-1192
E-mail: sportz@bellsouth.net

Treasurer

Dwight Bradbury 985-705-4095
cyclesnapper@yahoo.com

Social/Activities

(VACANT)

Safety Officer

Dan Schewe 985-649-7339
schewed@bellsouth.net

Chief Road Captain

Troy Hord 504-382-7420
troybuildsit@aol.com

Editor

Dan Wehr 985-649-5580
danielwehr@charter.net

Website

Dwight Bradbury 985-705-4095
cyclesnapper@yahoo.com

Ladies of Harley

(VACANT)

Historian

Terry Forrette 985-624-9640
E-mail: forrette@yahoo.com

Membership

(VACANT)

Photographer

(VACANT)

From the Editor

Random Thoughts and Road Hazards

NEW LEADERS NEEDED FOR 2009

Our Director, Carl Hill, and our Assistant Director, Greg Peterman, have informed me that they will not serve in those capacities next year. While they are willing to assist their successors in the planning and execution of events for our Chapter in 2009, they have decided to relinquish their formal responsibilities to the next generation of leaders.

The Chapter needs others to step up to the plate and lead our group to another year of enjoyable rides and events.

Under our by-laws, candidates for officer positions must be nominated during the November meeting, each year. Elections occur at the December meeting, based on a majority vote of members attending that meeting. I encourage any, and all of you to give serious consideration to these tasks. If you know of anyone who is willing and able to assume these or any other Chapter position, please make an effort enlist their commitment and, when the time comes, nominate and elect them as your future leaders.

While I would enjoy some relief from the responsibilities of Chapter Editor, I am willing to continue performing those duties until a successor is found. As in the past, I am also willing to assist in the planning of Chapter rides and events.

Troy Hord has done an outstanding job as our new Chief Road Captain. Hopefully, he will continue to contribute his talents next year, either as Road Captain or as a higher officer.

I expect that our Secretary, Pat Schaefer; our Web Master and Treasurer, Dwight Bradbury; our Safety Officer, Dan Schewe; and our Historian, Terry Forrette; will choose to continue in these vital rolls. However, their decisions will be a matter of personal choice.

As you may know, over the last year, we have operated without the services of an Activities Coordinator, a Ladies-Of-Harley Officer, a Membership Officer, or a Photographer.

(Continued on page 5, Column 2)

If you are not a current member of the Northshore HOG Chapter, or you forgot to renew your membership in January, simply fill out an enrollment form (available at the dealership or on the website, see "Downloads").

From The Officers By GREG PETERMAN

In an effort to make our meetings more interesting and to entice more of you to attend, a couple of months ago, the Officers started a ‘surprise’ bonus program whereby the Chapter provides unannounced freebies to members attending a meeting. While it won’t happen every month, these unadvertised bonuses will be given at the conclusion of the particular meeting, but only to those members who attended. A couple of months ago, it was a free breakfast at the Piccadilly Cafeteria. At our August meeting, the club paid for an “all-you-can-eat” pizza lunch at The Italian Pie, and gave away a gift certificate for a free oil change at Dorr’s Automotive (Michael Bentley was the lucky winner!). So take a chance, come to a meeting, and you might be rewarded by a surprise freebie.

As mention by our Editor, Carl Hill and I will not be serving you as your number one and number two Primary Officers in 2009. If you know of anyone who may be willing to assume these offices, please attend the November meeting for the annual nomination process, and the December election meeting to ensure the continuity of our Club’s leadership.

Carl and I will continue to help in the planning and conducting of rides and other events. —————Ride Safe & Often, Greg.



GORGING OURSELVES WITH FREE PIZZA AT THE ITALIAN PIE

The Mecca of Harley History Terry Forrette – Historian

If you have ever wondered where the legendary Number One, 1903 model is kept or where you would go to see the original issue of the Enthusiast Magazine, the answer is the Corporate Archives in Milwaukee. For most HD riders questions like this can’t hold a candle to the thrill of a group ride, but for many of us “FLHHN’s” (Fanatical Harley History Nuts) this is the stuff that makes our pipes rumble. The Corporate Archives are maintained in Building 11 or the “Old P&A Building” on Juneau Avenue. The building itself has its own history, first constructed in 1913 to house various manufacturing machines and then later becoming the assembly area for the 125, 165, and 175 cc two-stroke engines. The Archives moved into the fourth floor of Building 11 in July 1977. Occupying 16,000 square feet it is divided into several distinct areas. Security is strict and access is limited even to HD employees, with much of the Archives on a “need to know and see” basis. There are four full-time restorers as well as an intern from the University of Wisconsin-Milwaukee who work in the archives. When the new HD Museum opens the archives will be getting a new home at that time.

In one section is a huge collection of nearly priceless artifacts stored on rows of steel racks. This area is climate controlled at a constant 70 degrees and 45 percent relative humidity (not a bad place to visit during a typical Louisiana summer!). It houses 100,000 original documents, posters, service manuals, and accessory catalogs dating back to 1903. Rows upon rows of HD clothing, jewelry, belts, and foot gear can be found here. Many of the ideas for “retro” looking gear are researched here.

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Last Month's Minutes By PAT SCHAEFER

Saturday, August 2, 2008

The monthly Northshore HOG Chapter social gathering kicked off at 9:30 AM with the Pledge of Allegiance and a short Prayer.

Dwight Bradbury gave a brief Treasurer's Report; which is also available on the Chapter web site.

Troy Hord briefed on last month's Show & Go Ride to the Clark Creek Natural Area.

The July 26 Chapter Ride to the Shed BBQ in Gulfport had to be cancelled due to lack of Road Captains. Apologies to those members who were ready to ride that morning. We are still looking for members to volunteer to become Road Captains.

A vote was taken to authorize the Chapter to make a \$1200 deposit to lock in the "Wine Market" on Gause Blvd. for our Christmas Party to be held Saturday, December the 6th.

One lucky Chapter member (Michael Bentley) was the surprise recipient of a free oil change provided by Doerr Automotive.

Some tentative planning for a family picnic in October was discussed, possibly at John Slidell Park; with food provided by "Tasty Bones BBQ".

Safety Officer Dan reminded everyone to prepare for each ride using T-CLOCS: Tires & wheels, Cables & controls, Lights & Electrical, Oil & fluids, Chassis, and Sidestand.

He also reminded everyone that Louisiana law requires staggered riding when riding in groups. And that riders need to carry their registration, brake tag & proof of insurance with them. The good news is, that within Louisiana, if your motorcycle doesn't trip the traffic light; AFTER waiting 2 cycles and IF traffic is clear; you may make your turn against the traffic light.

Everyone was reminded that Chapter officer nominations will be occurring in November, with the election occurring at our December meeting. Like Road Captains, we always welcome interested members to step up. Existing officers will assist any new officers to get off to a good start.

Daniel Beagle was our first Treasure Chest winner and was
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**Have an idea or opinion, let us know.
Contact the editor at
danielwehr@charter.net**



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MECCA OF HARLEY HISTORY *(Continued from page 3)*

Another set of steel doors opens to the Restoration Room. Here specialists preserve elements of original motorcycles making sure paint, plating and parts are kept in their original state. Dozens of engines can be seen in this area, ranging from Knuckleheads, VR1000 race engines, to TC88's. The vintage vehicle collection contains 10 vintage HD bicycles; five golf carts, three scooters and even a HD snowmobile (wonder what the 10K service would cost on that baby?).

Continuing on through the Archives leads you to a section that contains a collection of motorcycles that represent models produced by HD starting with the 1903 Number One all the way up to the 2008 Screaming Eagle editions. Contained in the collection are prototypes never released for general sales, special military editions designed at the request of the U.S. Army during World Wars I and II, and also rare models such as those built in Japan prior to World War II.

While I have never visited the Corporate Archives in Milwaukee, I did get a chance to view many of items contained in them at the Dallas Open Road Tour, the 100th Celebration in Milwaukee last August and I am sure they will have an updated on at the 105 Celebration this year.. To look back into time and see the origins of motorcycling in the early days of Harley Davidson is just one of the many things that make being a Harley Davidson rider and a member of H.O.G. so rewarding.

Update Your Profile

Many of us have had a change in address, telephone number or email. Please go to the website www.northshorehog.com and update your profile. Don't forget to do the same thing when renewing your 2008 membership.

NEW LEADERS NEEDED *(Continued from page 2)*

Again, if any of you know of any members willing to run for one or more of these officer positions, please make an effort to nominate them and campaign for their election.

Carl and Greg, as our number 1 and 2 officers, will continue to plan, organize, and participate in Chapter activities through the end of this year. What happens after that depends on you.

I've been informed that some of you may be dissatisfied with the manner by which the Chapter has been managed during the current term. If this is so, it is time for you to come forward, take some action, and participate in the nominations and elections processes as *candidates* and *voters*.

The vitality of our Chapter is in your hands.

Dan Wehr

Membership Renewal

If you have not already done so, please renew your membership before it is too late. Renewal forms can be obtained from the front desk at the dealership or on the website under the "Downloads" link on the left side of the home page.

 AZALEA ESTATES	Linda Timberlake Executive Director
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TWENTY DAYS (Continued from page 1)

to stop there and try to memorialize its beauty with our cameras. Unfortunately, none of our pictures did it justice.

We continued on through Hite, UT, and the spectacular valley of the White Canyon. Turning south on Utah 261, we enjoyed the rolling hills of this high desert until arriving at Mexican Hat, UT.

This town gets its name from an unusual formation of rock that towers about 60 feet above the surrounding landscape on the right side of the road. The top of this ‘butte’ has the appearance of a large sombrero balanced precipitously on a needle-like spire of red stone.



DAN AND DWIGHT ENTERING MONUMENT VALLEY

After lunch at Mexican Hat, we crossed the San Juan River via US 163 and entered Monument Valley, Arizona. Many John Ford westerns have been filmed there. It’s characterized by dark salmon-colored buttes that jut skyward from a desert valley of pink sand and sage bush. I had not seen it for over 20 years. Back in the 1980s, this was a remote part of northern Arizona transected by US 163 from the north, and US 160 from the east. I was surprised to see that it had turned into a bustling town with many local roads,

neighborhoods, shops, hotels, and tourist traps. I didn’t recognize the place.

At Kayenta, we turned east on US 160 to Four Corners. Four Corners is located at the junction of the southeast corner of Utah, northeast corner of Arizona, southwest corner of Colorado, and the northwest corner of New Mexico. It is within the confines of the Navaho Indian Nation, which now charges an admission for the privilege of placing one foot on four states. The last time I was there, it was a toll-free, unmanned landmark. It is now a gated attraction surrounded by booths rented to Native Americans selling their artifacts, food, and refreshments to tourists.



DICK & I PLANTING OUR FEET ON THE BOARDERS OF UTAH, COLORADO, ARIZONA & NEW MEXICO

After a short sojourn at Four Corners, we connected with US 64 east, traveled through Shiprock (named after a 7,100-foot-high butte on the south side of US 64, which resembles a sail-driven vessel), to Farmington, NM, where we put ourselves up for the night.

On the morning of May 25th, we continued eastbound on US 64 to Bloomfield, New Mexico. At Bloomfield, we traveled south on US 550, a four-lane divided highway with spectacular views of the mountains and valleys on either side, that gradually descended to San Ysidro, New Mexico.

By pre-arrangement, we met another old riding partner and good friend, Jacque (“Jack”) Breton in San

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MEETING MINUTES (Continued from page 4)

kind enough to donate half back to the Chapter. The meeting surprise was free pizza at the Italian Pie; which was the final destination of the morning’s short Chapter ride over to Fort Pike & Irish Bayou, led by Jim Carothers.

TWENTY DAYS (Continued from page 6)



DWIGHT, DAN, & DICK AT THE LOS OJOS CANTINA IN JEMEZ VALLEY

Ysidro. Jack is native of Santa Fe and commutes to Louisiana where he is employed as a helicopter pilot, providing transportation services between Morgan City and various oil platforms in the Gulf of New Mexico.

Jack led us on a breathtaking tour of the Jemez Mountains, on NM Route 4 from San Ysidro, east to our final destination for the day, Los Alamos. Route 4 is a narrow, two-lane highway that snakes its way through the western Jemez valley, to the peaks of the Jemez Mountains. Riding this route, we enjoyed the picturesque views of shear cliffs on either side of the road until we reached the top of the mountain range, near Jemez Springs. From this point we experienced some serious switchbacks and sharp declines to the city of Los Alamos. Before checking into our hotel, we visited the *Bradbury Science Museum*, which documents the development of the first atomic bombs and subsequent atomic weapons at the Los Alamos National Laboratory.

As intimated by its name, the museum was named after Dwight's uncle, Norris Bradbury, who was the Laboratory's director from 1946 until 1971. It is a great place to visit. We were able to touch two of the original (but deactivated) atomic bombs (Fat Man and Little Boy) and view some awesome exhibits.

Shortly after checking into the Holiday Inn Express, we were met by Laura Godel & Mark Chavez, old acquaintances of Dwight, who accompanied us to a terrific restaurant on the north side of town. Following some serious eating and drinking, we returned to the hotel and prepared for the next day's journey.

That night the gremlins visited Dwight again. This time it was health-related. Dwight developed breathing problems to the extent he had to be admitted to a local hospital. After an inaccurate preliminary diagnosis of 'Altitude Sickness,' it was determined he had contracted pneumonia (probably from the cold temperatures and wet rides through Utah). He was prescribed some anti-biotics and confined to his room for 24 hours.



MAIN STREET, RED RIVER, NEW MEXICO

The following day, May 26th (Memorial Day), we abandoned Dwight to recuperate in his room and, led by Jack, continued touring the northern part of this beautiful state. From Los Alamos, Dick Holden, Jack Breton, and I traveled northeast through Espanola, traversed NM 68 to Taos, and traveled northbound on NM 522, through the Rio Grande Gorge and the Carson National Forest, to Questa, NM. At Questa, we turned east on NM Route 38 into the mountainous village of Red River.

During our trip to Red River, we noticed hundreds of motorcyclists passing us in the opposite direction. As it turned out, this was the end of the weekend for the annual Red River Memorial Day Rally.

When we arrived in Red River, there were two or three hundred scooters still parked in town. Many of the vendors were still hawking their wares at deep discounts. Dick Holden took advantage of this and purchased some deeply discounted t-shirts.

A couple of hours later, we were on the road again. Jack led us through the Sangre De Cristo Range, Eagle's Nest, and Angle Fire, NM. By day's end we were back in Los Alamos.

Jack headed back to Santa Fe. Dick and I rode back to the hotel to check on Dwight. Luckily, Dwight had



JACK IN THE JEMEZ MOUNTAINS



BUST OF DWIGHT'S UNCLE NORRIS BRADBURY AND HIS NEPHEW, DWIGHT, AT THE BRADBURY SCIENCE MUSEUM

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TWENTY DAYS *(Continued from page 7)*

recovered from his infection and was able to breathe again, having consumed much anti-biotics and other miracle drugs. That night we soberly realized that the most picturesque portions of our three-week trip were nearing their end.

On the morning of May 27th, we departed Los Alamos and traveled along US 84 East through Fort Sumner, Melrose, and Clovis, New Mexico. This portion of the trip was marked by scrub desert, high temperatures, less-than-challenging two-lane roads.

At Clovis, we crossed the Texas border and continued on US 84 to Lubbock, where we spent an unremarkable night at a local motel.

As many of you know, central Texas does not present the most interesting topography. On the morning of May 28th, we continued our journey south on US 84 to Roscoe, Texas. At this point, we entered I-20 westbound and motored our way to Abilene. From Abilene, we continued southwest on US 84 to US 183, arriving in Austin that evening for our next overnight.

The following morning, May 29th, we took US 290 to Houston – our destination being Dick and Jean Holden's home on the east side of town. After parking our bikes, Dick and Jean packed us into their car, gave us a tour of the sights along the western shore of Houston Bay and treated us to a fine meal at a bay-side restaurant.

The morning of May 30th presented another beautiful, cloudless day. Dwight and I bid our farewells to Dick and Jean and reluctantly made our way back home via I-10. I longed about 6,150 miles during our three-week excursion.

In my opinion, the high points were Galveston Bay, TX, Grand Bend, TX, Silver City, NM, Oak Creek Canyon, AZ, Big Bear Lake, CA, Temple Bar Marina, AZ, Capital Reef National Park and Glen Canyon, UT, Monument Valley, AZ, and our entire trip through New Mexico.

I could get accustomed to the nomadic lifestyle of traversing our beautiful country on two wheels, planning the next day's ride on the previous day's evening at a local motel. It's a great way to experience the sights, sounds, smells, temperatures and views of our great nation. I will do it again.

Northshore HOG
791 West I-10 Service Rd.
Slidell, LA 70458