



Northshore HOG News

ISSUE 116

SEPTEMBER 2014

“Sturgis and the Buffalo-Chip2014”

By Ward Blakeman

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Down Town Sturgis, South Dakota, Photo By: Ward Blakeman

Karl Fox, Mark Aucoin, Dan Wehr, myself and others (Fellow HOG Chapter member Jim Carothers, Bobby Lishman, Robert Menges, and Louis D'Angelo) made the trip to the 74th annual Sturgis Motorcycle Rally. Karl and I rode together up and back, while Dan trailered up and rode back with us. Planning the ride up for Karl and I was done in the weeks prior, deciding to opt for state highways for the majority of the way. Overnight stays were in Jonesboro, Arkansas; St. Joseph, Missouri; and Valentine, Nebraska. The ride up was filled with sunshine, corn and wheat fields, and beautiful blue skies. Karl and I took a side trip to Omaha, NE, to visit Boys Town, and met up with Jim Carothers and his friend, Len Grassoon, Friday evening at our hotel in Valentine, Nebraska. They arrived after a long ride from Texas

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“Sturgis and The Buffalo Chip-2014” (Continued)

The hotel was packed with folks like us on their way to Sturgis, just a few hours ride away.

After a night of good cheer and camaraderie, Karl, Jim, Len, and I headed to Sturgis through the Badlands. We stopped for a break at Badlands Harley Davidson in Wall, S.D., which was located directly across the street from the Wounded Knee Museum. After a light lunch at the famous Wall Drug, we headed for the Buffalo Chip.

Mark, Lou, and Robert who opted to trailer their bikes arrived on Friday, while Bobby and Dan arrived on Saturday afternoon.



Mark met us at Sturgis Rally Registration and guided us to our campsites and camper locations. Since the Chip covers nearly 600 acres, it was nice to have a guide! Jim and Len met up with Lou and Robert at their campsite, while Karl and I proceeded to our camper to join Bobby, Dan, and Mark. The camper served the group well and made our stay very comfortable.

Rides during the week were memorable, including: Custer State Park, Mount Rushmore, Crazy Horse Monument, part of the Needles



Devils Tower, South Decoda, Photo By: Ward Blakeman

Highway, Devils Tower, Broken Spoke, Spearfish Canyon, and Deadwood. It rained one day while we were in Sturgis so Bobby chauffeured us into town to take in the sights on Main Street. (Where Bobby's passengers thoroughly enjoyed adult beverages at One Eyed Jack's Saloon.) The Buffalo Chip offered terrific entertainment throughout the week, with appearances by Collective Soul, Lynard Skynard, Alice Cooper, Motley Crue, Zac Brown, Florida Georgia Line, John Mayall, and ZZ Top was on the main stage prior to our departure Thursday morning.

The Chip itself was a one of a kind experience, making this visit completely different from my 2007 trip. (where I stayed somewhere else) On dry days, lots of dust kicked up; on wet days, lots of mud, which led to slippery conditions and a few dumped bikes. Our group was able to get out and ride on one particular rainy day when most chose to stay at the Chip and party. Needless to say that evening was very lively. Our trailer street neighbors cranked up

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Northshore #2147 HOG Meeting Minutes

August 2, 2014

Northshore 2147 HOG® Meeting

Location: Mike Bruno's Northshore Harley Davidson Dealership, Slidell, LA

In attendance were the following 2014 officers:

Director	Bill Anderson
Asst. Director	Chip Newman
Treasurer	Buddy Newman
Secretary	Judy Anderson
Web Master	Karl Fox (absent)
Activities Officer	Bill Anderson
Asst. Activities Officer	Richard Dillon
Ladies of Harley	Sonja Fox (absent)
Head Road Captain	Simon Gonzales
Safety Officer	Russ Davis
Membership Officer	Frank Lay
Photographer	Karl Fox (absent)
Chaplain	Russ Davis
Editor	Richard Dillon
Historian	Dwight Bradbury (absent)
Meeting called to order:	9:45 AM
Pledge of Allegiance:	Ray Gregg
Prayer led by:	Russ Davis

Bill Anderson, Director: Opened with a welcome to members present. Reminded everyone to check the official HOG Members web-site to stay up with new information from the Motor Company, and that if you have not voted for the new HOG logo/design go to their sight and make your opinion count. Stated that the Mississippi State HOG Rally Committee had extended their pre-registration period until Sunday 3 August, so be sure to register if you want to attend. If you intend to attend the Georgia

(September) or Florida (October) State HOG Rallies, now is the time to register and reserve your room at the host hotel. Our after meeting ride was through the Eastern Louisiana countryside to Chimes Cajun Restaurant in Covington. We should be departing at approximately 1045. Introduced New Employees so we know their faces and names when we come to visit our Dealership. Travis, Robin, Steve and Dave all in sales, so the next time you are in the dealership please take a moment and say hey.

Chip Newman, Asst. Director: The next meet and greet will be August 21st. Need for a Christmas Party Committee. We do not have the revenue coming in like we did last year so we really need to decide on a place to have our Christmas Party, here again we can use the reception room at a Church if no one is offended by doing so, it's on Hwy 190, so please come up and talk, call or E-mail if you are offended by this. We can always find another venue. Ray and Larissa volunteered to be part of our Christmas Party Committee.

Buddy Newman, Treasurer: Presented the treasury report for July 2014.

Frank Lay, Membership: Hope to see you at the Meet and Greet here at the dealership, if anyone would like to help just give me a call or E-mail me.

BIRTHDAYS

Jan Authement	David Authement
Britta Bradbury	Louis D'Angelo
Teri Farmer	James Hoying
Teddy Jimison	Sybill Pons
Ralph Preveau	Glenn Semel Sr.
Steven Williams	June Wolfe
Steven Williams	June Wolfe

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2014 Officers

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From Your Director

We have had quite a month of August already. We have had the high temperatures and humidity that we have all come to expect. Getting the children and grandchildren ready for school, and remembering to slow down in those school zones as we are late for work! Lots of things to think about and do. Then there is a break in the action and it's time to



RIDE. Out to the garage, start that Harley, AND GO! Wind in our face that wonderful Harley sound in your ears and power at your fingertips. Problems seem to go away! Then we think about if our lights are on, if our turn signals are working, is it handling right or do I need to add air to the tires.

There are two lines of thought when it comes to inspecting your motorcycle. One is that the inspection should be done just before you take that ride. The other is to complete the inspection right after your ride to ensure you have time to correct a problem and you'll be ready for the next ride. Either way, your safety and your motorcycles health is on the line.

The **Motorcycle Safety Foundation** created the **T-CLOCK** mnemonic as a memory and organization ad for a pre-ride safety check of a typical motorcycle. Each letter represent a particular inspection category, as follows:

- T** - Tires & Wheels
- C** - Controls
- L** - Lights & Electrics
- O** - Oil
- C** - Chassis
- K** - Kickstand

TIRES AND WHEELS

Tires: Pressure correct (cold), tread condition. No cuts, bulges, punctures of foreign objects.

Wheels: Spokes tight and intact; rims true; no free play when flexed; bearing seals intact; spin freely.

Brakes: Firm feel; sufficient pad depth, no leaks or links in hoses or cables.

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From Your Director (Continued)

CONTROLS

Levers: Pivot bolt and nut; action and position correct; pivots lubed.

Cables: Ends and shafts lubed; no fraying or kinks; no binding when handlebar turned; proper adjustment.

Hoses: Check for damage or leaks, proper routing.

Throttle: Snaps closed freely when released; no excess play.

LIGHTS:

Brake and Tail light(s): All filaments work; both levers actuate brake light.

Headlight: All filaments work; properly aimed; no damage.

Lenses: Clean; no condensation; tight.

Reflectors: Clean; intact.

Battery: Fluid level; terminals clean and tight; held down securely; vent tube not kinked or misrouted.

Wiring: Check for pinching or fraying; properly routed; no corrosion.

OIL AND FLUIDS:

Levels: Brake fluid, oil, final drive, transmission, coolant, fuel.

Leaks: Check all systems for leaks.

Condition: Check color of brake fluid & coolant.

CHASSIS:

Frame: Paint lifting or peeling may indicate cracking.

Steering head & swing arm bearings: Lift wheels off floor, grab lower fork legs and pull and push to feel for play; repeat at rear. Turn fork to feel for detents in bearings.

SUSPENSION: Smooth movement; proper adjustment; no leaks.

Chain or belt: Tension; lube, look for wear.

Fasteners: Look for missing or loose threaded fasteners, clips, pins.

KICKSTAND

Sidestand: Retracts firmly; no bending or damage; cut-out switch operates; spring intact.

Centerstand: Retracts firmly, no damage.

And, last but certainly not least – HONK THAT HORN at your neighbor as you leave the house.

Temperature is changing in September, get your rig ready to ride.

BILL

Future Events

<u>DATE</u>	<u>LOCATIONS</u>
01 September	Labor Day Holiday
06 September	General Meeting Northshore Harley Davidson With lunch ride to follow.
13 September	Jerusalem Shriners Poker Run Sponsored by Mike Bruno's Northshore Harley Davidson
18 September	Meet and Greet Northshore Harley Davidson
18-20 September	Mississippi State HOG Rally Natchez, MS
18-20 September	Georgia State HOG Rally Columbus, GA
24 September	Bikes, Blues & BBQ Fayetteville, AR
26-27 September	Bogalusa Blues Festival Cassidy Park, Bogalusa, LA
27 September	LOH Ride To Italian Grill Picayune, MS
19 October	LOH Ride To Barley Oaks Mandeville, LA
22-25 October	Florida HOG Rally Okaloosa, FL

August Meeting Minutes (Continued)

Simon Gonzales, Head Road Captain: Passed out Hand Signal sheet. We are in need of men and women to come forward and be part of the Road Captain crew. We will work with you and train you in Group Riding. You will not be asked to do anything you are not ready to do. Please call or E-mail me if you have any questions and defiantly if you want to volunteer.

Russ Davis, Safety Officer: Reminded everyone to stay hydrated while riding. If you get thirsty you are already dehydrating.

Drink –Drink –Drink.

Richard Dillon, Editor: Newsletter deadline is August 15th, send me any information, write ups on rides, pictures, etc.

OLD Business: Judy Anderson, Secretary: Minutes for the July meeting will need to be approved and seconded during the September meeting due to the late publication of the August Newsletter.

August Chapter Photo At Chimes



“Sturgis and The Buffalo Chip-2014” (Continued)

their bikes throughout the early morning hours, seemingly trying to blow the engines with rpms consistently high. The same was reported by the tent group at their location. Lots of bikes were left in the amphitheater area and not ridden back to campsites that night!

The ride home lacked the abundant blue skies of the ride up. Quite a bit of rain was experienced, but none that delayed us substantially. It was great to have Dan with us. He questioned trailering his bike up for the ride, having never trailered it before, and while the company in the truck was good on the way up, he couldn't stand the thought of trailering it back. Thankfully, it was 'worked out' for him to ride. Having missed the ride up, I know Dan enjoyed every mile of the 1600 mile trip back. Karl came up with the route home, with a particularly wonderful ride through Missouri 'backroads' for about 3 hours, even during the rainy segment.

While the spectacle of all that is 'Sturgis' is something to remember, the memories I will take away from this trip are of the people and the 12 days of camaraderie, fun, and adventure with fellow HOG Members and friends.



Pictured Above Are: Bobby Lishman, DanWehr, Lou D'Angelo, Jim Carothers, Robert Menges, Karl Fox and Len Grasso. Photo By Ward Blakeman

The End Of The Road

By Ray Gregg

As many of us wanted to contribute to Harley Davidson's World Ride mileage total, several of our chapter members decided a ride to Lafitte would be a good way to pile up the miles. So, on Monday, Buddy, Ralph, Johnny, Bob, and I met at the dealership to head in that direction. I'd programmed my GPS with the route so I lead the way. We took our usual Hwy 190 route out of Slidell and then US 90 into New Orleans East. We jumped back onto I-10 to get through the city, and then took the Greater New Orleans Bridge to Gretna and the Westbank Expressway. We exited the expressway onto Barataria Blvd, and from there we found a Sonic to stop for refreshments and a short break. We continued down Barataria Blvd instead of taking the Lafitte Parkway so our ride would be a little more leisurely. When we reached Crown Point, we stopped at the Restaurant de Families for lunch. Jokingly I mentioned the restaurant looked expensive and probably had linen table cloths, but went in to check the menu anyway. Sure enough, they had white linen table cloths and many of their patrons were dressed in suits and ties. But, we were hunger and knew we had few choices further south, so since the lunch menu was respectable and priced reasonably, we decided to settle in.

After lunch it was a short ride (less than 15 miles) to Lafitte and the end of the road. What was noteworthy on this short stretch of road were the expensive homes that have sprung up since Katrina; especially since these homes appeared to only be a few feet above sea level. It remains whether the decision to build in the flood zone area was a good idea or not. Regardless, the ride was enjoyable but brief.

On wanted to do a little more riding on our return trip, so we headed for I-310 and over to Laplace. Thunderstorms were in the area around I-310, so we decided to suit up to be safe. As it turned out, the rain lasted only two minutes and we were out of it. In Laplace we removed out rain-gear and had a cold drink before heading for home. We headed up I-55 and then over to I-12, where Ralph and I broke off at Covington while the rest continued onto Slidell.

Although it was a very short ride (about 60 miles from Slidell), it is a ride that can be accomplished on the spur of the moment for someone looking for something different. I would recommend everyone think seriously about where to eat before leaving, however, because the

pickings are slim once you leave Marrero. There are good reviews about Boute's in Lafitte but they are closed on Mondays.



September Birthdays

Baker, "Rick"
Blakeman, Ward
Davis, Russ
Fox, Karl
Gonzales, Simon
Hollis, Charles
Newman, "Buddy"
Benfield, "Darla"
Perez, David
Pipe, Sylvan
Senez, Joseph
Senez, Paul
Wolfe, Jay

Other Happenings

<u>DATE</u>	<u>LOCATIONS</u>
06-07 September	Fall Fleur-de-lis Fest, Mandeville
23 September	First day of Autumn
25-27 September	Bluegrass Festival, Angie Great Southern RV
25-27 September	Louisiana Sugar Cane Festival New Iberia
26 September	Bogalusa Blues & Heritage Fest Bogalusa

SKID MARKS - HOG SAFETY TIPS

Greetings HOGS;

In the interest of safety, I Just wanted to pass along something I recently saw while riding "sweep". I find I am riding more in the rear of groups, since getting the Ultra with the communications, than the lead these days. This has given me a different perspective on the ride. We can all learn from each other and I hope, pass some good tips to the inexperienced riders among us. While riding in staggered formation, let us say we have six bikes, with the lead bike in the left most track. Each bike behind him will be staggered, with the second bike in the right track, third in the left track, forth in the right track, etc. Each bike should maintain a **two-second distance between the bike directly in front of him** and a **one-second distance behind the bike in the track opposite him**. Pretty basic stuff so far, but what if someone drops out of the group? Say the number four bike, which would be in the right track; does bike five move over from his left track position and take the number four position in the right track? No, the proper method would be for number six bike to move up into the number four position. The reason for this is that during the time the number five bike would be moving from left to right, he would cut the time and space gap between him and the number six bike by half when he passed across. It is much safer for the number six bike to move up while staying in his lane. Also, always keep in mind how important it is to maintain proper formation, **ex. not falling behind**, in order to discourage cars from cutting across the pack.

Ride Safe and Be Blessed

Russ

