



Northshore HOG News

UPCOMING EVENTS

- June 21, Show & Go Ride, NSHD 8:30 am.
- June 28, 3-day ride to Little Rock and back, for Million Mile Monday, departure time and place to be announced.
- July 12, Chapter Meeting & Ride, 9:00 am, NSHD.
- July 19, Show & Go Ride, NSHD 9:00 am.
- See the web site for a complete listing of events

INSIDE THIS ISSUE:

- 20 Days In May 1
- From The Editor 2
- From the Officers 3
- July Meeting Date Change 3
- Last Month's Minutes 4
- Harley History 5

ISSUE 48

JULY, 2008

TWENTY DAYS IN MAY

(Part 1 of 3)

By Dan Wehr

I've always enjoyed long tours through our beautiful country, especially on one of my big two-wheelers. The last long trip I took was 8 years ago. During that trek, my riding companions and I spent about three weeks touring every state west of the Mississippi by two-lane highways. Several months ago, when Dwight Bradbury asked if I would be interested in participating in another long-distance tour of the southwest United States, I jumped at the chance. He expected the ride to be about 5,700 miles. As it turned out, this estimate was far short of his expectations.



DWIGHT AT IHOP ON MAY 10TH

On the morning of May 10, I met Dwight at the IHOP in Covington, LA. After a hearty breakfast, we rode westbound on I-12 and I-10 through Beaumont, TX. At Winnie, we rode south on Texas Route 124 to Galveston Bay and boarded one of the five free ferry boats to Galveston Island. The voyage over Galveston Bay was spectacular. The skies were clear and the mid-80s temperatures were moderated by a



ON THE GALVESTON FERRY

brisk southerly breeze over the Bay amplified by the ferry's southbound journey. About a half-hour later, we docked on the northern shore of Galveston Island and met up with another rider willing to invest the time to experience the challenges of a long trip.



DAN AND DICK IN THE FERRY PARKING LOT

We met Richard ("Dick") Holden in the ferry parking lot. Dick is a resident of suburban Houston, rides a 2003 BMW K1200LT, and, despite his white beard, appeared to be much younger than his 69 years. Dick likes to travel in luxury and, consequently, was towing a trailer complete with cooler.

The three of us toured Galveston Island from north to south. Except for the

(Continued on page 6)

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From the Editor

Random Thoughts and Road Hazards

MILLION-MILE MONDAY

By Dan Wehr

Monday, June 30th, has been designated by the National HOG as "Million-Mile Monday." This is a worldwide event whereby HOG chapters everywhere have the opportunity to log miles ridden on that date. Our Chapter has organized a ride which will depart on Saturday, June 28, 2008, for a weekend ride to Little Rock, Arkansas. We will be staying at the Governor's Suites and Inn where we will meet up with several members of the Central Arkansas Chapter for evening parties and day rides.

On Monday, June 30, those who participate in this event will travel back to Slidell, and register the miles traveled on that date on the HOG website. This provides everyone with an opportunity to ride, have fun, and meet with other HOG Chapter members. Let's do it.

The Big Trip

I just got back from a 6,000-mile plus motorcycle trip with Dwight Bradbury. The lead article is the first of three installments describing our experiences. In the near future, I will post more information and photographs on our website. While our photos show some of the outstanding natural beauty of our country, they do not do it justice.

Ride Often & Ride Safe,

Danno

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"). Get a \$5.00 discount on your next full membership if anyone (other than a member of your household) joins on the basis of your referral.

From The Officers By GREG PETERMAN

We, the officers, hope you all are enjoying the meetings and rides. Your officers want to provide an atmosphere for all of us to have fun, enjoy the meetings and ride often.

At the June meeting, Mark Aucoin's name was picked for the \$125 in the Treasure Chest and he was at the meeting!!! He graciously donated it back so next month we will be at \$150. So attend the meetings and get your chance to win the Treasure Chest plus the 50/50 and door prizes!!!

We had a nice ride to Gulfshores on 5/17 for "throwed rolls" at Lamberts!

Don't forget our Show and Go ride on Saturday 6/21. No destination as yet so just show up and let's ride!

Monday, June 30th, is the HOG Million Mile Monday. Asst. Director Greg Peterman is going to lead a group leaving the Saturday before. Our initial plan will be to depart Slidell by 7:00 am and ride to Little Rock, Arkansas. We will probably stay that evening and the next at the Governor's Inn and Suites, in Little Rock, do a day ride on Sunday, and return to Slidell, on Monday, June 30. If you would like to participate in this endeavor, please contact Dan Wehr, Greg Peterman, or Carl Hill at least one week before departure. Upon our return, all riders must register their miles on the evening of Monday, 6/30, or on Tuesday, 7/1, to fully participate in this event.

Hope to see you at the ride on 6/21, and on the Million Dollar weekend ride to Little Rock on June 28!!! Till then, ride safe and ride often!!!

Your Chapter Officers and,

Greg

Meeting Date Changed for July

Due to the July 4th holiday, the July meeting for the Northshore Chapter of HOG has been changed to 9:00 am, Saturday, July 12, 2008, at Mike Bruno's Northshore Harley-Davidson. Plan on being there.

Last Month's Minutes By PAT SCHAEFER

The monthly Northshore HOG Chapter social gathering was held at the Slidell Piccadilly Café, with a surprise free breakfast provided to the attending Members.

Not much Chapter "business" occurred. It was primarily a relaxing breakfast among friends. The most important **OFFICIAL BUSINESS** that occurred was the vote to move the July HOG Chapter social gathering/meeting from the first Saturday (July 5) to the second Saturday (July 12) so as to not interfere with your plans to celebrate our Nation's Birthday on the 4th.

Everyone was reminded that June 30th is Million Mile Monday and to check the HOG National website for details on how to get your Monday miles added to the national odometer and were invited to check with Carl Hill or Greg Peterman if they want to log some long distance miles that weekend; maybe to Little Rock, AR

leaving Saturday and returning Monday.

Everyone was reminded if they want to put together short rides that weekend to contact Greg, who also briefed on the HOG National website upgrade tod their web trip planner, makes a much better tool for riders to use.

Dwight Bradbury briefed the Treasurer's Report; which is available on the Chapter website.

Chris Carlone briefed the Chapter regarding the Jefferson Lions Second Annual Poker Run scheduled for next Saturday, June 14. Proceeds benefit the Louisiana Lions Crippled Children Camp. Check www.LionsCamp.org.

Troy Hord briefed on the successful Brown Bag & Mother's Day rides and solicited both Road Captain volunteers and ride planning inputs from all members.

Everyone was reminded of the Chapter Tuesday Dinner Rides. Just meet at the Harley store at 6 PM Tuesday.

Mark Aucoin won the Treasure Chest; but graciously let it ride for the next lucky winner.

The meeting ended with a group photo and some more just hanging loose in the parking lot. There was no Chapter ride due to high temperature and, unusual for Louisiana, no good Festival or other event to ride to.



CHAPTER ATTENDEES AT JUNE MEETING

**Have an idea or opinion, let us know.
Contact the editor at
danielwehr@charter.net**



3154 Pontchartrain Dr.
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**Bike Nite
Every Wednesday Night**



Restaurant Hours

Monday - Saturday: 11 AM to 10 PM
Fridays: 11 AM to 11 PM
Sundays: Noon to 8 PM

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

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.

foot gear can be found here. Many of the ideas for "retro" looking gear are researched here.

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 build 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.

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(Continued from page 1)

persistent stop lights, the trip was most enjoyable with breathtaking views of the gulf to our left, and the hotels, condos, restaurants, cantinas, and clubs to our right. By late afternoon, we had traversed the island and started our inland trip through Texas at Surfside Beech. By the end of the day, we traveled through Lake Jackson and Bay City, and arrived at our hotel in El Camp, Texas.

The following day we were blessed by sunny skies and enjoyed our trip on US 59 through Edna to Victoria, Texas. From there, US 87 took us through Nixon and Stockdale to San Antonio. Since all of us had visited this interesting city many times, we chose to push on, via US 90, through Hondo, Uvalde, and Brackettville. We stopped for fuel at Del Rio. From this point westward, US 90 is an uneventful highway traversing scrub desert, expect for four points of interest. The first is the Amistad Dam which crosses the Rio Grande at its widest point intersecting the Amistad Reservoir, a source of water for much of the area. The second is Seminole Canyon, a stretch of US 90 which travels over a deep limestone gulch. The third is the Pecos River Bridge which connects the east and west shores of this mighty waterway. The bridge is perched atop a 200-foot canyon lined at its base by the rapidly flowing Pecos. Unfortunately, there were no places to stop for photographs. The fourth is Langtry, Texas.



DICK, DAN AND DWIGHT AT THE BEAN CANTINA & POOL HALL

small town, I had only 1/10th of a gallon left in my tank! That night, we stayed at the only decent looking establishment in town—The Budget Inn—a well-maintained motel, built in the early fifties and run by an East Indian family. That evening, after an excellent meal at a local Mexican restaurant, we toasted our good fortune with Bourbon and Cokes in the parking lot.

Early the next morning, on May 12, we headed west to Marathon, Texas, for breakfast at the Marathon Inn, a complex of adobe-style buildings with a bar and restaurant. As it turned out, Monday was somehow the end of the week for the hired help. On Mondays, anyone dining in the restaurant was required to wear a silly headdress and pose for pictures. Since we were hungry, the

Langtry was the home of the Judge Roy Bean, and the current site of the Bean Saloon and Museum, as well as the location of a famous motion picture which starred Walter Brennan, as Judge Bean, and Gary Cooper, as the Texan. After some photo opportunities, we continued westbound.

It should be noted, through this leg of the trip, our last gas station was in Del Rio, Texas. We encountered no other fuel stops until the sun was setting in Sanderson, Texas. When I gassed up in this



BREAKFAST AT THE MARATHON INN

(Continued on page 7)

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Buy 6 issues of advertising and receive a 20% discount

Contact Dwight Bradbury if you are interested in placing an ad or have questions.

Open space

(Continued from page 6)

three of us complied.

From Marathon, we spent the better part of the day touring Big Bend National Park. We headed south on US 385 through three mountain ranges, the Santiago, Chalk, and Chisos Mountains, stopping for lunch on Emory Peak at an elevation of 7,825 feet. The temperatures ranged from the low 80s to the mid-90s.



Exiting the Park by way of Texas 170, we rode to Presidio, North on US 67 to Marfa, and West on US 90 to Van Horn, Texas, where we parked for the night.

From Van Horn, we took I-10 west to El Paso, spending about an hour or so at Barnett's, the largest Harley-Davidson dealer in the country. We picked up some cheap T-shirts and continued on our way.

From El Paso, we traveled west on I-10. The weather at this point was getting oppressively hot, 100+ degrees. We rode through Las Cruces toward Deming, New Mexico. Shortly before reaching Deming, we were hit by a "dust devil," a mini-tornado about 60-feet in diameter which crossed the highway as we went through it. It's winds exceeded 70 miles-per-hour and nearly blew us off the interstate. The dust was like talcum powder covering our bikes, helmets, goggles, and all other exposed surfaces. During our fuel stop in Deming, we spent much time cleaning ourselves off, re-hydrating, marveling at our good fortune in surviving this event, and bracing ourselves for the rest of the trip.

From Deming, we traveled north on US 180. Approximately 10 miles north of Deming, we hit a dust storm with violent winds from the west. Visibility was so bad we had to slow our speed to 35 mph. The winds finally died at Bayard, New Mexico, giving way to cooler temperatures and higher elevations. By the time we arrived at Silver City, we were spent, but enjoyed the cool climate of this mountain community, 6000 feet above sea level. We staid the night at a local "mom-and-pop" motel and checked the weather channel for the end of our next day's journey, Flagstaff, Arizona. To our dismay, 'Flag' received an unusual four inches of snow that evening.



DAN, DICK, & DWIGHT ON ESCUDILLA MOUNTAIN

On May 14, after an early breakfast, we departed Silver City via US Route 180, through the San Francisco Mountains. In marked contrast to the previous three days, the temperature was in the low 40s, but there was little wind and the skies were clear. This route to Alpine, Arizona was marked by gentle, but challenging switchbacks, spectacular scenery, and rapid changes in elevation. By mid-morning we had climbed to almost 11,000 feet. We took a break atop Escudilla Mountain. After taking some photographs, we mounted our bikes for the gradual decent into northern Arizona. While the Harley's started without any problems, Dick's BMW would not

respond to its starter button as if its battery was dead. We spent the better part of a half hour figuring out that the beemer had a system of interlocks with its starter switch. If its reverse gear was not fully disengaged, or if its kickstand was not fully retracted, the starter would not activate. We jiggled the reverse shifter and kickstand, and it finally fired up. We speculated that the dust we encountered the previous day, played havoc with the contacts. This turned out to be a persistent problem during the remainder of our trip.

Within a couple of hours we descended to the Petrified Forest National Park. By this time the temps were in the mid-70s. We toured the entire park, marveling at the stone-like remains of what was a pre-historic forest of giant trees, and the multi-collared mounds accenting the scrub dessert

From there we traveled to Meteor Crater via I-40, arriving at about 4:30pm. Meteor Crater is located midway between Holbrook and Flagstaff, Arizona, approximately five miles south of I-40. It is the most distinctive impact crater in the world, and probably the youngest. About 50,000 years ago, an iron-based meteor, 10 feet in diameter, traveling at over 40,000 mph, impacted this location with the force of several Heroshima bombs. It creating a crater about 1,000 feet



DWIGHT & DICK AT PETREFIED FOREST

(Continued on page 8)

(Continued from page 7)

deep, and over a mile in diameter. This attraction is privately owned and requires a hefty \$15.00 fee to enter. It was well worth it. From various vantage points on its rim, visitors encounter an extraterrestrial view of the violent nature



THE THREE OF US ON THE NORTH RIM OF METEOR CRATER

of our planet's past, and breathtaking panoramas of the snowcapped McPherson Peak in Flagstaff to the west, and the foothills of Arizona's San Francisco Mountains to the northwest.

After closing the park, we continued our trek into Flagstaff, relieved to discover that the snows of the previous day had disappeared. After checking into the motel, we recounted the day's good fortunes with libations and good company in the Motel parking lot. We also looked forward to the next leg of our trip which would traverse Oak Creek Canyon over some of the most challenging roads of the trip.

(To be Continued in the Next Issue)

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