



Northshore HOG News

UPCOMING EVENTS

- July 4, Mississippi Gulf Coast Bike Fest.
- July 11, Chapter Meeting & Ride, NSHD @ 9:30 am.
- July 16, Ladies Only Garage Party, NSHD .
- July 17-19, Overnight ride, Creole Trail; NSHD @ 6:30 pm, July 17th.
- Aug. 1, Chapter Meeting and Ride, NSHD @ 9:30 am.
- See the web site for a complete listing of events

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ISSUE 60

JULY, 2009

RIDING THE GREAT LAKES

By Dan Wehr; Photos by Greg Peterman

The last time I visited Michigan on two wheels was over 35 years ago. So, when I got a call from my brother, Dave, that he would like to plan a ride circumnavigating Lake Michigan, I jumped at the chance. Dave lives and works in Atlanta and rides a 2005 Road King. He had never been on a long ride before and wanted to spend 10 days or so visiting the picturesque shorelines of Lake Michigan, Lake Huron, and Lake Superior. We decided to meet in Henderson, Kentucky, on May 23rd, tour as much of the great lakes area as possible, and follow Wisconsin's eastern shore through Milwaukee, before returning home.

When I informed one of my riding buddies, Greg Peterman, about the ride, he opted to join us on this adventure.

RUSH TO THE MICHIGAN BORDER

On May 21st, Greg and I left Slidell via I-59 north to I-20/I-59 through Meridian, MS, to Tuscaloosa. From there we traveled north on US 43 to Muscle Shoals, AL. US 43 was the first of many great roads traveled on this trip. It traverses low lying farm lands and meanders its way into the northern Alabama hill country. The weather was perfect, highs in the mid-70s with partially cloudy skies. By early afternoon we reached Muscle Shoals and stayed over night at the Best Western Fairwinds Inn. After consulting the internet, we determined there was a large storm front approaching from the south. We had to travel rapidly to the north to avoid the weather.

The next morning, we left early. Traveling north through Florence, AL on State Route 17 into Tennessee, we picked up State Route 13, an outstanding two-lane with many tree-lined/covered curves and hills, through Waynesboro, Linden, and Clarksville.

At Clarksville, Greg and I rode north on US 41 and motored our way through Hopkinsville, Madisonville, and into Henderson, KY, to the Comfort Inn, where we decided to stay the night. While the weather was good for most of this part of the trip, we encountered some light rain before reaching the Motel.

Within an hour of checking in, my brother, Dave, arrived. After a great pizza dinner, and some planning for the next day's ride, we decided to take the most direct route to the next day's destination, South Haven, Michigan. This was necessitated by the same storm front relentlessly dogging us from the south.

The next morning we were greeted by cloudy skies, low temperatures, and the threat of rain. After checking out, we booked our way across the Ohio River, through Evansville, Indiana, on US 41 and traveled north through Terre Haute and

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(VACANT)

From the Editor

Random Thoughts and Road Hazards

Many Upcoming Events

The 26th Annual National HOG Rally will take place in Oklahoma City, June 26-27. For more information log on to members.hog.com, and www.bricktownokc.com.

Our next Chapter meeting will be on July 11th (not July 4th). It will be followed by a ride to Beef O'Brady's in Gulfport, Mississippi, for lunch.

The Chapter has also planned a weekend overnight ride traversing the 'Creole Trail.' It will start on the evening of Friday, July 17th, and will end on Sunday, July 18th. Our Director, "Vick" will be blocking rooms at a motel in the vicinity of Lafayette for this ride. If you intend on participating, please let him know. We will be departing Northshore HD at 6:30 pm, on Friday, July 17, and returning on Sunday, July 19. This will be a great ride. We encourage you to participate in this event.

On July 16th, Mike Bruno's Northshore Harley Davidson will host a "Ladies Only" Garage Party at the dealership. I have not been advised of the particulars of this event, but expect there will be discounts and appropriate activities for our female riders. All riders of the "fairer sex" and their companions are invited.

Other events during the month of July include the AMA Vintage Motorcycle Days Rally at Lexington, Ohio, July 24-26. For more information check www.americanmotorcyclist.com.

The New York State HOG Rally will take place in Binghamton, NY, from July 9 through July 11, 2009.

West Virginia's HOG Rally will be in Canaan Valley, beginning July 15 and ending July 18.

Other State HOG Rallies occurring in July include, Maine, Wyoming, and Iowa.

All you have to do to participate is put your leg over your big two-wheeler and ride.

Get involved!

Regards, 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").

From Your Safety Officer by Terry L. Forrette

Be a Cool Rider This Summer

It is summer time and everyone is out riding. For us folks in the Deep South summer like temperatures and humidity are part of the riding experience whether we like it or not. Along with the usual safety tips that we all should practice regardless of the weather, here are some of my favorite tips that make summer riding safe and enjoyable.

Rule number one is if you are thirsty then drink something. Even when I am going on a short trip I hydrate as much as possible the night before and then make sure I drink water at every stop. Notice I said water, not caffeinated beverages and certainly not alcoholic drinks. Both of these may lead to dehydration and more serious problems. How do you know that you are becoming dehydrated? Mental confusion, increased irritability and most important you stop sweating. I will often wrap a wet towel around my neck, douse my shirt with water or wrap a hydration bandana around my forehead to stay cool.

Wear appropriate summer riding gear. This does not mean less clothing rather it means wearing clothing designed for high temperatures and humidity. If I am wearing my touring pants I usually wear a pair of convertible fishing pants underneath them. These pants can easily be converted into shorts and they also wick moisture away from the skin. Wearing wicking underwear is also a good idea because it keeps the skin dry and you will be more comfortable after a long day in the saddle. One mistake I see a lot of riders make is riding with bare arms. It is no secret why desert dwellers wear long flowing robes even when the thermometer spikes 100⁰ F. Keeping the sun and wind off your skin reduces moisture loss and you will ultimately be much more comfortable and safe if you keep your arms covered. I have several riding jackets and my summer jacket is mesh with armor. Don't forget the sun block lotion too. I always wear gloves and my summer gloves are deer skin. Not only do they protect my hands from road debris and the wind but they also act like a chamois-skin to wipe off my face shield during a rain storm.


Speaking of rain no one in our climate should leave home without a good rain suit. Yes I know the old saying that if you pack rain gear you are inviting it to rain. Chances of running into a rain storm are pretty good for us in the South so just bite the bullet and get a good suit. The first trick that I have learned about putting on rain gear is to put in on before it rains. To avoid the rain suit dance as you are trying pull the pants over your boots pack a couple of plastic grocery bags and place them over your boots. The rain pants will slide on a lot easier this way. Give your windshield and face shield a good coating of approved wax. This will make the rain bubble up and blow off in the wind, improving your sight and line of vision.

Summer time also means bugs, especially the dreaded "love bugs". I carry a moistened towel in a separate bag along with a dry rag and pack both together in a 1 quart zip lock bag. At gas stops, I use the rags to clean off my windshield and face shield. On overnight trips bring a couple of dry fabric softener sheets with you, the kind that are used in clothes dryers. When moistened they make great bug cleaners and then you can throw them away.

I always carry a spare bottle of water with me. This is my emergency hydration supply and I also have used it to wash dust and debris out of my eye. Freeze a couple before you leave for a ride and they will offer you a cool refreshing drink wherever you decide to stop. How often should you stop and get off the bike? This is a personnel preference but my rule is every hour and half or 100 miles. Believe it or not you will make better mileage on a long ride and have more energy at day's end.

Keep cool, stay safe and enjoy the ride.

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Last Month's Minutes By PAT SCHAEFER

June 6, 2009:

The Northshore HOG Chapter social get-together/meeting began a little after 9:30 AM with the Pledge of Allegiance followed by a prayer.

Natalie, from Mike Bruno's Sales Staff; briefed us on a, one time only, discount available to Chapter members on H-D clothing on the Sales Rack, available

from the end of the meeting until noon.

"Vic" Vicnair, our Chapter Director, briefed the members on the plans for a Chapter overnight ride on the Creole Trail, July 17 - 18. Kick stands up from Mike Bruno's on July 17th, at 6:30 PM. Overnight stop locations TBD but should occur around 9-9:30 PM.

Mike Werda, our Assistant Director briefed attendees on some neat Best Western Hotel chain benefits available to HOG members. You can register for the Best Western points program at the Platinum Grade level by going to the National HOG web site. Avis Car Rental & FTD also offer benefits to HOG members. Check the National HOG web site.

Danno Wehr reminded everyone that he is always looking for member articles for the Chapter monthly newsletter. His deadline for submission is the 15th of the month.

In the absence of Ray Gregg, our Activities Officer, his wife Larissa was kind enough to provide a copy of the next 3 months motorcycle events; which is posted on the Chapter bulletin board.

Since the first Saturday of July is the Fourth of July; our next Chapter meeting/social get together will be the second Saturday, July 11.

Vic also provided a Safety briefing, stressing the importance of practicing counter-steering and quick stopping. Sunday mornings in empty parking lots is a good place to develop or hone these skills before you need them out on the road. He also reminded us about the excellent safety and riding technique articles found in every month's HOG magazine.

Dwight Bradbury, our Chapter Treasurer provided the Treasurer's report. We remain a low budget operation, with a little over \$3,000.00 in our account. Nevertheless, we still manage to ride and have fun.

With no further business, the meeting was adjourned so that the Chapter could get ready for the ride after the meeting to the Shed BBQ off Highway 53 at Gulfport.



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the Indiana flat lands into Gary. This part of the trip was painful. We arrived in the early afternoon and encountered heavy traffic as we approached I-80/I-94 east. The temps were in the mid-50s with heavy winds from the north. Amid



SUNSET ON LAKE MICHIGAN

d r o p p i n g temperatures, we continued on I-94 to I-196 into Michigan.

By late afternoon we reached our destination for the



LAKE MICHIGAN AT LAKE BLUFF MOTEL

night, The Lake Bluff Motel and Inn, in South Haven. The three of us reserved a deluxe suite with two bedrooms, a sleeper sofa, and a full kitchen. As the storm front from the south had not reached us yet, the weather was cool and the skies were clear. We spent the rest of the evening smoking cigars, sipping whiskey, and enjoying the views from our location on a bluff about 70 feet above the shore of Lake Michigan. The sunset was to die for.

LAKE HURON, SUPERIOR, AND THE UPPER PENINSULA

The next morning presented overcast skies and temperatures in the mid-40s, as the storm front continued its relentless trek to the north. We checked out early and chose to skip the free continental breakfast in order to avoid foul weather. As we traveled north on US 31 along Michigan's western shore, the skies cleared, but the temperatures remained low. At Montague, we diverted west on county route B 15 through Stony Lake. This two-lane is a tree-lined ribbon of highway that borders Lake Michigan and traverses some of the most beautiful parts of the state. Traveling north we passed Silver Lake, bordered on its north and west sides by sand dunes. From Silver Lake to Travers City, the




DAVE & GREG AT SILVER LAKE

western shoreline of Michigan is blessed by a desert of sand that extends a half-mile inland from the lake, and along the shore line from Mears, MI, to the Sleeping Bear Dunes State Park. If you'd like to experience a voyage over this sea of sand, just take a ride on the "Mac Woods" Dune Rides located in Mears, MI. Unfortunately, we did not have the time for this as the storm front was continuing its way to our position.

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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 2009 membership.

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GRAND TRAVERSE BAY, LK. MICHIGAN

Dave, Greg and I continued our ride on US 31 north along East Grand Travers Bay, through Charlevoix (home of the rich and well-endowed), Petoskey, and into Mackinaw City. We ended up at the Best Western, Mackinaw City, on the northwest shoreline of Lake Huron for the night. Our room was located on the east side of the Hotel, had two bedrooms and a magnificent view of Lake Huron from our balcony. We spent the evening enjoying the views of the shoreline from our balcony and planning the next leg of our trip.

The storm front was still approaching from the south and would probably reach us by the middle of the following day. That night we decided to push farther north to the Upper Peninsula of Michigan.

7:30 am the following morning, we departed northbound. The skies were overcast, the temperature was in the middle 40s, and we had a steady wind of 30 miles-per-hour from the east. After loading up, we made our way to the south side of the Mackinaw Bridge. This span extends five miles



LAKE CHARLEVOIX HARBOR



LAKE HURON FROM OUR HOTEL ROOM

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from Mackinaw City to St. Ignace, across the Mackinaw straits, to the northern peninsula of Michigan. The surface of the bridge is 200 feet above the lake.

After negotiating this crossing, we proceeded toward our next destination for the day, Marquette, MI. Following US 2 westbound under cloudy skies and cold winds (35 to 40 degrees F), we made our way north on State Route 77. A light rain started at this point, which turned to sleet and moderately heavy rain as we progressed to State Route 28 into Marquette. By the time we reached the city, we were cold, wet, and ready to stop, ending up at the Holiday Inn.

As it turned out, we spent two nights in Marquette waiting for the storm front that followed us for the last 900 miles to pass. It rained through our first night, the next day, and the following night.

Once the front went through, we were on our way again. That morning we took US 41 west and north all the way to Copper Harbor, MI, the northern most part of the State. Copper Harbor is located on the west



side of the Keweenaw County Park. We arrived around 11:00 am, and had a late breakfast at the Tamarac Café, located at the junction of US 41 and State Route 26.



VIEWS FROM GREAT SAND BAY ON THE SHORES OF LAKE SUPERIOR EAST OF EAGLE HARBOR

After filling ourselves with “Pasties” (pronounced “pass teez”), and other breakfast condiments, we continued our journey southwest on Michigan State Route 26.

State Route 26 follows the coastline of Lake Superior and is occasioned by sharp turns and undulating rises on bluffs overlooking the shoreline of Lake Superior. While it has a 55-mile-per-hour speed limit, one would be hard pressed to maintain that level of speed. The ride on this route from Copper Harbor to Eagle

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River, MI, was the best of the trip providing magnificent views of the Superior shoreline along Michigan's northern-most boundary.

Wisconsin and Back



HARLEY-DAVIDSON MUSEUM, MILWAUKEE

After negotiating these challenging roads, we made our way to US 2 east to US 141 into Green Bay, Wisconsin. From there we took I-43 south to Manitowoc, where we stayed the night at the Comfort Inn on the evening of May 28.

Our destination the following day was the Harley-Davidson Museum in Milwaukee. It only took us a couple of hours to get there. We spent about 3 1/2 hours touring the museum. Greg had previously obtained free admission tickets. I invested another five bucks for an automated audio digital system which supplied detailed information for each of the exhibits,

including information about a bike owned by a deceased WWII flier, Wallace Van Sandt. He was a tail gunner on a B-17 during that war. Before entering the service, his father bought him a 1941 model WLD. One year later he enlisted in the Army Air Corp and was killed in the line of duty on April 3, 1944. His bike was not used since that time and was donated to the museum this year. When I viewed his red flat head, it looked like a new scooter. I was impressed and sobered by this representation of Van Sandt's patriotic sacrifice and his unrealized expectations.

Departing the museum we made our way to Paris, Wisconsin to the only motel with a vacancy, The Paris Motel. This location was chosen because of its proximity to a bar with the moniker of "Sailor Dan's," located a few miles northwest of this lesser metropolis.

Greg, a retired Navy Chief, had made arrangements to meet some of his former compatriots near Paris, at the locally famous bar. Greg runs a website (www.goatlocker.com) for naval personnel subscribed to by a number of former non-coms and commissioned naval officers. Dan, the owner of the saloon, only knew Greg via the website. Nevertheless, when he learned of our trip, he invited all of us to his establishment for free libations, food, the company of other "goatlocker" subscribers, and provided taxi service to his establishment. After enjoying the company of



SAILOR DANS BAR & RESTAURANT

Greg's friends and their generous provision of food and drink, we were taxied back to the Paris Motel by Dan's daughter.

The next morning, my brother Dave decided he had to part company with us to make his way back to Atlanta. Within a half hour of his departure, Greg and I loaded up and made our way to our next stop, Alton, Illinois. This destination was chosen because it is the site of a nationally known restaurant, "Fast Eddie's Bon Air," where one can purchase shrimp at 29 cents each, half-pound hamburgers at 99 cents each, and other delectable entrees at equally reasonable prices.



**FAST EDDIE'S BON AIR
ALTON, ILL.**

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After filling our guts with copious amounts of cheap (but great) food, we made our way to the only hotel with vacancies in this town, the Holiday Inn.

Since this was our second to the last night on our trip, Greg and I decided to spend the next evening at Memphis' premier hotel, The Peabody. The following day, after traveling most of it on southbound interstates, we checked into the Peabody by early afternoon and got a "Deluxe" room with a view of the Mississippi River on the 11th floor. That evening we had a delectable meal of ribs and beer at the Blues City Café, followed by terrific entertainment and cheap drinks on Beale Street.

The following morning, we took the interstates back home.

Altogether, it was a great and memorable ride totaling 3325 miles over the course of ten days. While I was relieved to arrive home on the evening of May 31, I regretted the termination of such a wonderful journey.

We missed visiting several notable parts of the State of Michigan during this trip due to time constraints and weather: dune riding on the west coast of the state; touring the Leelanau Peninsula from Frankfort through Northport and Suttons Bay, MI; and riding the Porcupine Mountains on the west side of the Upper Peninsula. If we had allocated two weeks for this trip, perhaps we could have taken in these sights as well.

Regardless, it was an outstanding adventure that generated memories which will last a lifetime.

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