



Northshore HOG News

UPCOMING EVENTS

- Feb. 20,
Children's
Hospital Charity
Poker Run,
NSHD @ 9:00am.
- Mar. 6, Chapter
Meeting & Ride,
NSHD @ 9:30am.
- Mar. 20, Ride to
Dock Bar & Grill,
NSHD @ 9:00am.
- Mar. 25-27, LA
State HOG Rally,
Hammond, LA.
- See the web site
for a complete
listing of events

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Plus

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ISSUE 67

MARCH, 2010

STURGIS *Plus*

By Ray Gregg

Although I had been to Sturgis thirteen years ago, when my friends asked if I wanted to go again, the answer was quickly "yes," after approval from Lara. One of the main requirements that I set for myself in going to Sturgis was to use as many of the nation's back roads as possible. Interstates are great for getting from one point to another but if I was going to make this trip memorable. I wanted to see some of the roads I traveled twenty and thirty years ago. Another requirement was to not worry about having a particular destination for any particular day. In the planning stage, my friends and I decided that we would do more than just head for Sturgis and return. That is the reason for the title, "Sturgis Plus."

Leaving at the end of July posed the usual problems of trying to outsmart the weather. I decided that if I left in the early morning hours, I would be far enough north to miss the daily afternoon thunderstorms. At precisely 600am, I left my driveway and headed east on Hwy 16. The sunrise was spectacular and I said to myself, it was going to be a great day. At Franklinton, I turned north on Hwy 25. Continuing thru Tylertown on Hwy 27, I traveled all the way to Vicksburg. Probably many of you have ridden this road but if not and given the chance, the section from Interstate 55 to Vicksburg is a must. No traffic and tree lined so that you are riding in shade most of the time. After breakfast, I jumped on US 65 north. At this point I was eyeing the clouds. The weather channel had shown a 300pm shower for the Pine Bluff, Arkansas area, and again, I thought I was timing myself to be north of that. Wrong! The thunderstorm came early and caught me just south of Pine Bluff. For the next three hours I rode with wetsuit and hated it. My thought that morning about being a great day turned out to be only half true. Wanting a hot shower, I decided on Harrison, Arkansas for my first night's rest.

The next morning was a Sunday so for the first hour or so, I had the highway pretty much to myself. I was in the Ozarks, so the morning was crisp and somewhat damp as I rode through fog in some of the valleys. At Springfield, MO, I jumped on Hwy 13 heading for Kansas City. What I remembered of this highway, in which I traveled at least twenty times in the "eighties", was just that, a memory. What was once a two-lane country road was now a four-lane divided highway. I wanted to find another road, but I realized I would be going out of my way a little more than I could afford. Continuing on Hwy 13 then Hwy 7, I found my way into Kansas and then headed north on US 73. I stopped in at Fort Leavenworth and had a nice lunch. The afternoon was kind of a ho-hum ride. I wound my way up US 73 then US 75 and ended up in Bellevue, NE. This was a scheduled stop as Offutt AFB is located there. After unloading, I made a quick trip to Outback and then back to the room for a good night's sleep. After checking the weather, I made a decision to get a very early start to miss the morning showers they were predicting.

Getting up at 500am not only allowed me to miss the rain but also gave

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From the Editor

Random Thoughts and Road Hazards

WHAT'S HAPPENIN'

CHILDREN'S HOSPITAL CHARITY POKER RUN: The Chapter is sponsoring a poker run to benefit Children's Hospital. This event will take place on February 20th at Mike Bruno's North Shore Harley Davidson. First bike out will occur at 9:00 am. Last bike in will be 3:00 pm. The registration fee will be \$20. Fifty percent of the proceeds will go to Children's Hospital, and 50 percent will be awarded to the poker run winners.

Your participation is necessary for the success of the run. Many of our officers and members volunteered countless hours planning for this event. Show your support by either participating in it or assisting committed volunteers who will be manning the registration site, poker stops, and food vending at the dealership. If you would like to volunteer contact any of our primary officers, or Ward Blakeman, 985-882-3172, who will be managing the food and beverage concession.

LOUISIANA STATE HOG RALLY: The LA State HOG Rally will be in Hammond this year, from March 25th through March 27th. Preregistration is now closed, but you can still sign-up on site. The Hammond Chapter is hosting this event and still needs volunteers for the bike games. If you're interested, contact our Asst. Director, Mike Werda, 228-332-0363, for details.

VALENTINE'S DAY: While some of us are blessed with spouses and 'significant others' who are as enthusiastic about the two-wheeled sport as we are, other members have partners who merely tolerate our passion. Whichever category the love of your life falls into, take the time to show your appreciation of his or her love, companionship, support, and patience with something special on Valentine's Day, February 14th.

This date has a special significance to me. My wife, Sissy, and I eloped (secretly married) on this date in 1987, in Scottsdale, Arizona. Our first date was on a motorcycle followed by many others. She no longer rides, but understands and supports my continued obsession with straightening out the twisties.

Ride Safe & Often,

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").

(Continued from page 1)

me clear roads through the City of Omaha. US 275 was what I had hoped it would be, a little traveled highway that lead me through mile upon mile of corn fields, soy fields and other agriculture. Breakfast in Norfolk woke me up fully and I was eager to get back on the road. You see strange things when traveling these back roads, like the town of Emblem, NE. A population of 10 (on the sign), but Emblem has its own Federal Post Office!! Go figure. One thing that bothered me on this stretch of road was the lack of high octane fuel. Most stations only had 89 Octane. The highest I found was 91 and I had to check every station (all five) in one particular town. I now have a supply of Octane Booster for future rides. At Valentine, I turned north off of US275 onto US 83 and headed for White River. Topping off one last time at White River I jumped on Hwy 44 for the last leg of my three days trip. Although Hwy 44 is a bit ragged, it certainly was the best choice over the Interstate alternative. On Hwy 44 you actually cut through the middle of the Badlands National Park, and the beautiful array of colors and mountain scenery was worth the bumpiness. You also skirt the Buffalo Gap National Grassland and more beauty. All along Hwy 44, it was obvious that the Sturgis Rally was alive and well. Bikers were everywhere. Almost as many bikers were returning from the area as those heading there. I felt a little bad for those leaving as I realized they probably only had that first weekend to enjoy the festivities because of job interference. Arriving in Rapid City, I found my motel and waited for my friends to arrive. I opted to top off later that evening as most all fuel stations had long lines of bikes.

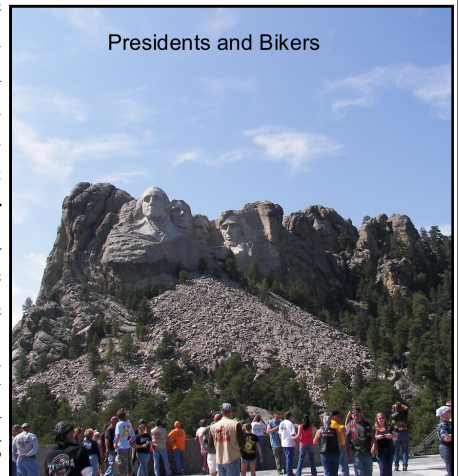
In the morning it was off to Sturgis. As many of you know there is the Interstate to Sturgis and then there is Nemo Road and Vanacker Canyon Road. Not only are the back roads scenic, you also find out which bars and juke joints



have pancake breakfasts and other amenities for bikers. Once in Sturgis, we did our dutiful ride down Main Street to find a place to park. There were hundreds of thousands of bikers on hand. I was amazed at how many Tee-shirt vendors, fast food vendors and aftermarket bike vendors are able to come to Sturgis, hire extra help, put them up in motels, give them travel money and still make enough money to make it worth while. Having said that, I do know that the Black Hills Harley dealer makes nearly 80% of his annual income during the ten days plus of the Sturgis rally. The rest to the day was spent soaking up Sturgis, consuming fattening food and a few beers then a quick ride over to Deadwood. We made it back to our Rapid City motel minutes before the rains set in.

Of course you can't be in southwestern South Dakota without visiting Mount Rushmore even if you have seen it before. The following day was going to be a day of riding with Rushmore, Crazy Horse and Needles Highway on the agenda. Riding down Hwy 16 was fairly uneventful. However, upon arriving at Mount Rushmore we found the road choked with bikers. There was an attempt to have traffic controllers, but the amount of bikes was overwhelming. Once we paid our \$10 "parking fee," we still rode around for another ten minutes looking for a place to park. Once settled in the park, it was nice to see so many people infatuated by the monument and the surrounding scenery. It was hot, so ice cream was a necessary stop before continuing down the road.

Departing Rushmore, we blew over to the Crazy Horse Monument. I was a little disillusioned with the progress on the mountain, but understood that when Ziolkowski died, a lot was left unresolved. Weather and financing make it difficult to determine when the monument would ever be completed.



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Last Month's Minutes By PAT SCHAEFER

February 6, 2010

The monthly social gathering/meeting began with the Pledge of Allegiance and a prayer.

Vick, our Chapter Director, and Ray, our Chapter Activities Officer, briefed Chapter members on the Children's Hospital Charity Poker Run. Cards will be drawn at Mike Bruno's and stamped at each stop. There is no rain day. 50% of the poker run proceeds will go to

the hospital; the other 50% will be awarded to the winning poker hands.

Mike, our Assistant Director, will brief our Chapter during our March 6, 2010 meeting regarding volunteer responsibilities and opportunities assisting the Hammond HOG Chapter in conducting bike games Saturday afternoon, March 27, 2010 as part of the Louisiana State H.O.G., Rally.

Dwight, our Treasurer, provided the Treasurer's Report; which is also posted on the Chapter web site.

Terry, our Safety Officer and Historian; briefed on wet weather riding. He reminded us that the first fifteen (15) minutes of rain generate the slipperiest road surface as the rain water lifts oil residue from the road surface. He also listed highway stripes, bridge gratings, railroad tracks and manhole covers as being particularly slippery when wet. He reminded us that when traction is poor; simultaneous braking and accelerating is particularly hazardous and that up-shifting early and down-shifting later than normal will help maintain your rear tire's traction.

The Chapter was briefed about the Alabama rolling H.O.G. State Rally, May 13-15, 2010.

Due to weather, Mardi Gras and the Children's Hospital Charity Poker Run this month, Sonia, our LOH Officer, announced there were no February LOH events scheduled.

Ward Blakeman briefed on the Chapter's plan to provide burgers, hot dogs, home-made potato salad, chips and a drink at Mike Bruno's on February 20th. This will provide an opportunity for the Chapter to hopefully make a profit from these sales. Ward has been working very closely with Bobby Lishman on this project. Volunteers to assist with food prep and serving will be divided into 3 shifts. We are still looking for a volunteer to walk about selling 50/50 tickets.

John and Carol Sunseri were the winners of the "Secret Greeter" gift certificate. Everyone is reminded that the only way to win is to be at the monthly meeting.

There being no further business, the meeting was adjourned to get ready for a ride to the Hammond Harley store to participate in the "In-the-Wind Ministries Fund Raiser" and Real Pit Barbeque.



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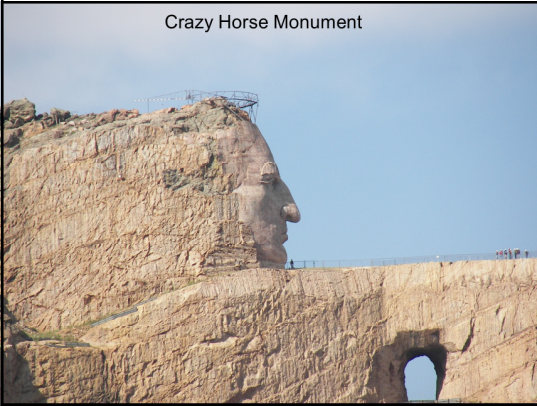


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Crazy Horse Monument

Hwy 87 was next. The famous Needles Highway is something every biker should enjoy. However, beware of the idiots that ride a little too fast and those that can't seem to stay on their side of the white line. On at least two occasions, I believe there were only a few inches separating my handlebars and those of another rider coming from the opposite direction. After Needles, we jumped on Hwy 16 and back to Rapid City for the evening. For three days in a row, we were fortunate to have clear days and wet night. Things were about to change.

Thursday morning - rain. And more rain. I took advantage of the bad weather to get a rear tire changed on the bike. That afternoon when the rains faded, we visited the Rushmore Plaza Civic Center in Rapid City to partake of our HOG pin commemorating the Sturgis Rally. Outside the center, were more food vendors and the new Harleys. We actually spent

the entire day just going to different places that people told us about. One place, Dublin Square, was where we had our late afternoon beer. We figured two hundred bikers can't be wrong! Dinner and a bed were next.

Friday was a beautiful day.....in the morning! This was the infamous Friday that so many bikers had their rides destroyed! We decided that we would take in Devil's Tower; a trip we had originally planned for the day before. The ride there was great, bright sun, blue sky all the way. For those who haven't been to the Tower, it is amazing how this huge piece of rock was formed. Even reading the geology, I still don't understand!!



Devil's Tower



Fixin' to get nasty

Watching the clouds form, made us understand we needed to begin our return trip and head for the room. After about twenty minutes we stopped and put on the wet gear. We could see it was going to get real nasty.

Before we took off again, the rain started, but being properly dressed, we just took our time. We stopped once at a fuel station but there were so many bikes that I was worried that we would run into each other. We took off again. Before long we noticed a rapid change in the temperature. It had dropped probably twenty degrees or much more. As we rounded a curve, we saw why. The hail had come just minutes before we arrived. There were cars and bikes all over the shoulder of the road and small paths on the highway


through the sea of ice. Large hail the size of baseballs had peppered the vehicles. Because of the commotion, we did not stop. Later we saw the results of that catastrophe. Bikes had dented fenders, fuel tanks, fork tube covers and broken windshields, mirrors and even face shields. Although the damage was endured by other riders, I felt sick. We were extremely lucky to have missed this unfortunate event. So ended our last day in the Sturgis area.

Next morning we headed for Wyoming. Our destination was the famed Beartooth Pass. The Chief Joseph Highway was also on the agenda and, although I was not familiar with this particular road, I was grateful I was

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Update Your Profile

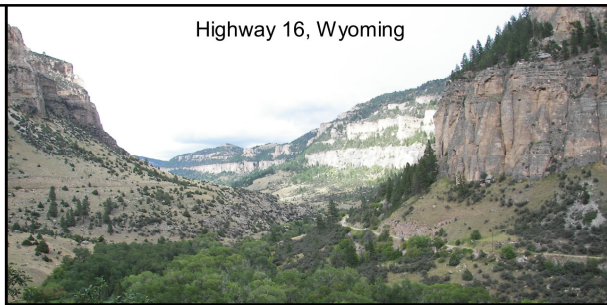
Many of us have had a change in address, telephone number or email. Please go to the website www.northshorehog.com and update your profile. Don't forget to do the same thing when renewing your 2009 membership.

| | |
|---|---|
|  <p>AZALEA ESTATES</p> | <p>Linda Timberlake Executive Director</p> |
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talked into going. But before getting there we first traveled Highway 16 from Buffalo to Worland WY. Again the spectacular view and scenery along this road can only be expressed in pictures.

More rain on the horizon, made us stop overnight in Worland - a nice, quiet town in the middle of Hops country. Talking with some of the locals, we found out that both Coors and Budweiser purchase their hops from this area (among other



Highway 16, Wyoming



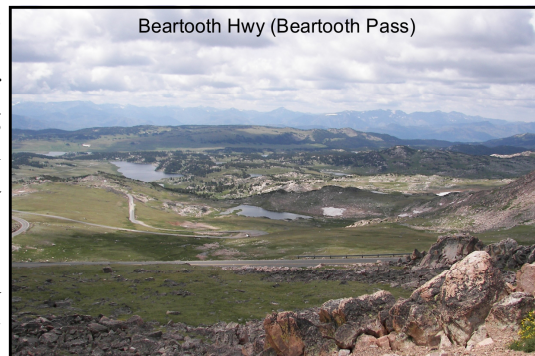
Chief Joseph Hwy (Hwy 296)

places). That weekend was the local meeting of the National Guard. Since passers-by observed our DOD stickers we had plenty of conversation about where we were from and the local gossip.

The next day, after a nice breakfast, we were up and on our way to Cody where we would suit up for the ride through Beartooth Pass. A few miles out of Cody, we jumped on Hwy 296, Chief Joseph Highway. This road was great. It connects with Beartooth Highway (Hwy 212). I understand that many people come down Beartooth from Red Lodge and head directly to Yellowstone and the Northeast gate of the park. But if you are in the area, Chief Joseph Highway is a must. But button up as the temperature was in the forties and the wind was blowing hard. Beartooth was a mixed adventure. Unfortunately for us it was road repair time. There were many washouts and

traversing the gravel spots was unpleasant. Then the waits for one way traffic made for an even more unpleasant time. Aside from that, the road was all it was said to be. Twisting and climbing, 15 miles per hour curves all lent itself to a bikers dream. At nearly 11000 feet we reached the top, stopped and observed the beautiful sight.

Reaching Red Lodge, we had a late lunch and shed our cold weather gear. It was actually short sleeve weather now. Wanting to make Yellowstone that evening we took the eastern path back down to Cody (Hwy 308 over to Hwy 72). Traveling down Hwy 72 was a bit eerie as two people had been killed the day before on a tight curve. Reading this in the newspaper we were very careful of this curve. From Cody it is about 50 miles to the Park Entrance. Once we entered the park, traffic kept us at about 25 miles per hour. We took our time in seeing some of the attractions, then when we were ready to find lodging an accident kept all traffic from moving for over an hour. It was dark when we exited the west side of the park. After unloading our gear, we headed for pizza and beer.



Beartooth Hwy (Beartooth Pass)

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The next day we made sure we saw Old Faithful one more time and then off to the Grand Tetons. We had heard that there was considerable road construction out past the South Entrance...but then we heard there was none. There was construction and some of the worst engineering I have seen. There was at least TWENTY MILES of dirt road that was wetted down in many areas. We were in second gear for almost the entire distance, slipping and sliding in many places. It was shameful to repair roads the way they were doing it.



Grand Tetons

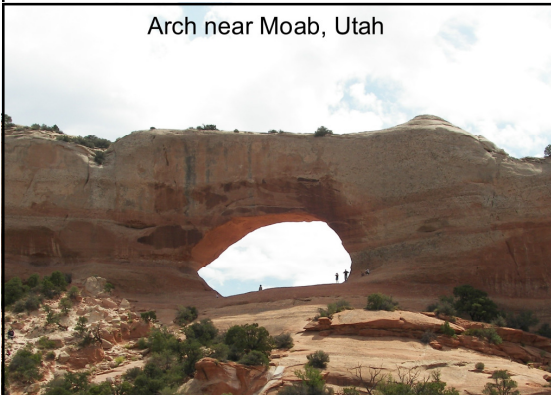
The Tetons were still there and the weather made for great pictures. We spent some time at the marina on Jackson Lake then continued on down Hwy 191. There are not many towns along this route and, as we entered the town of Pinedale, we decided this would be a good place to stop for the night. Asking about a good place to eat, we were directed to a place about five miles north of the town on Fremont Lake. The lake is nestled in the hills and boasts about being the deepest natural lake in North America at 600 feet. Aside from the lake, the scenery to and from the restaurant was equally great. Still in our riding clothes and looking a bit scruffy, we were treated with a hospitality that ranks among the tops of my trip. As usual the bed was a welcome sight and snoring was heard five minutes after we hit the room. One member of the group never removed his clothes until the wee hours of the morning.

The next day, the first 100 miles was a bit boring. Nothing but rolling plains and scrub grass. However we were entertained by the prairie dogs that sat on the side of the road and waited until we were upon them to dart across the road. Many times they would stop in the middle of the road, petrified. We never hit any but there were obvious signs that many never made it to the other side of the road. Not knowing about the availability of fuel we topped off in Rock Springs and then continued down Hwy 191 to Flaming Gorge Recreational Area and Flaming Gorge Dam. Still on Hwy 191 we soon came upon Vernal, Utah. For those interested, Vernal is home to the largest quarry of prehistoric Jurassic dinosaur bones. This would hardly go unnoticed, since almost every shop had some sort of sign or scale model of one species or another of dinosaur, in their window, in front of or on top of their building. We flipped a coin as to whether we would travel west on Hwy 191 to Moab or east through Dinosaur, CO. We traveled east. Getting to Moab from the north can be done in two way. Hwy 191 or , and this is a must, Hwy 128. The first 15 miles , you wonder if you made the right decision to come that way, but after those 15 miles you now are riding along side the Colorado River for the next 30 miles. This has got to rank among the most scenic roads in the US. Deep in the canyon, the temperature was cool and the majestic rocks on either side had you constantly looking up. The Colorado is mild for this stretch but it twisted and turned often and the road followed. We saw wild rams and of course, if you will remember our Rams fan, we stopped for several pictures.

Scenic Hwy 128 in Utah along Colorado River



Arch near Moab, Utah



We arrived in Moab shortly before dark and settled in to a nice motel. For dinner, we were directed to the Moab Brewery and without a doubt, need to recommend this eatery to any visitor. They made several of their own beers and the few we sampled were all (in our humble opinion) first class.

The next morning we all rode to Arches National Park and took the 24 mile round trip through the park. As you may know the park has over 2000 arches of various sizes and other unusual rock formations. Staying on the road, we were able to see many of these unique formations, but to see the more grandiose arches, you need to walk a bit.

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After a tour of the visitor's center, my buddies and I had to part company. They headed for California and I headed east. Continuing south on Hwy 191, I traveled to Monticello, dodging more prairie dogs, then turned eastward toward Colorado on US 491. Traveling through Cortel, Colorado, I saw where Four Corners was only 35 miles away. Although tempting, it was not in my plans so I pushed on. I did stop for a few minutes on the outskirts of Cortel and wandered through one of the largest junkyards of classic cars I had ever seen. There hundreds of models from the 1920's, 30's, 40's and 50's. Most were in need of extensive repair but for someone into that hobby, this place would be heaven. By the time I hit Durango, I was ready for a late lunch. Of all the Mexican restaurants', I took the suggestion to try Nini's Taqueria. Excellent food but of course was four times what I needed to put away. Continuing on to Pagosa Springs along Hwy 160, I started to see the foothills of the Rockies. The road was lined with large farms with green fields, the sun was out....it was a great day.



Just past Pagosa Springs, I turned south on US 84. I can't say enough about this highway. Little did I know that before it was all over, I would put over 575 miles on US 84 alone in Colorado, New Mexico and Texas. And all of it was great road. Well kept and great scenery. But what was fascinating about US 84 was how the scenery changes so abruptly. The Colorado portion had green fields and towering trees, but as soon as I crossed into New Mexico I came out of the rolling hills and onto a huge plateau with rock formations that equaled those of Utah.

I was planning on making Santa Fe, but as evening came I opted for Santa Cruz. Not a real good decision as the ride the next morning put me into the work traffic, stopping at more than thirty traffic

lights.....stopping, not passing through. I few miles of Interstate 25 and then it was south on US 285. Good road but absolutely zero towns (maybe one or two within 80 miles) and little traffic. But it got better; once I turned onto Hwy 60 at Vaughn, there were stretches of road that I traveled where I did not see a car or truck for thirty miles. And you could see for miles, close to forty miles of straight highway – no curves. (Check it out on Google). Coming into Fort Sumner, you see the signs about the burial place of Billy the Kid. Remembering the controversy about whether he was killed by Pat Garrett or not, I figured the few miles on the main highway to the gravesite would be worthwhile. The Old Fort Sumner Museum and the "Gravesite" were not worth it. If in the area, just keep truckin'; your time is worth more. Clovis was my next stop for a quick bit to eat at Cannon AFB. I was glad I stop because I got to see the CV-22 Osprey aircraft stationed there in operation. If unfamiliar with this aircraft, it is called a tilt rotor aircraft that can take off like a helicopter and then straighten its engines and fly like a high speed fixed wing. Pretty neat! The rest of the day was back on US 84 and through Lubbock and then to Abilene...pretty boring.

The next morning I was heading south on US 84 and found out many things about West Texas drivers. Number one, they all pulled over to the shoulder and allowed a person to pass without getting in the opposite lane, which was nice when it was heavy traffic and number two; they don't worry about the secondary highway speed limits. In fact many times it was posted as 70 miles per hour on two lane back roads!! But even when the limit was less, 70 to 75 miles per hour was the norm.

The remainder of my trip was like driving in my backyard. Off of US 84, I took Hwy 7 through Lufkin, then down to Jasper on Hwy 63 then over to Fort Polk to overnight. My last day was spent on Hwy 10 to Opelousas then Hwy 190 to Covington then home. All in all it was a very memorable event and one I will not forget for some time. As you might imagine, this article was the condensed version of my trip, anyone wanting to know more has only to ask.