



HOG LOG

April 2017

Orange Coast Chapter #322



Sean King

Member of the Month

Editors Note

By John Devine

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To ATGAT or not to ATGAT, that is the question...

Okay, I doubt Shakespeare was thinking about riding gear when he penned that famous line but what the heck. What am I talking about?

ATGAT = All The Gear All The Time

In other words, every time you get on your bike you are wearing full protective gear:

- Full face helmet with visor
- Full leather jacket or comparable riding jacket made from textile or other protective materials
- Protective riding pants or chaps
- Riding boots with full ankle protection

If you were riding a sport, off-road or adventure bike, the list would typically include chest, back, shoulder, elbow and knee protection as well.

I've been thinking about ATGAT lately as I try to find a balance between safety and comfort/style/expression that works for me. On one hand, ATGAT advocates argue that since motorcycling entails significant risk of injury if you were to crash, wearing maximum protection at all times is likely to reduce the likelihood and severity of injury. On the other side of the argument is the "Ride Free, Live Free" sentiment that when applied to riding attire is frequent-

ly seen as sneaks, jeans, t-shirt and the smallest legal helmet you can find. And when you're in states like Arizona, no helmet at all. (I won't even address those we occasionally see with shorts and flip-flops.)

I want to make it really clear that I am not advocating for either position. We are all adults and should be able to make our own decisions. What I am stating, and I would argue that it is self-evident, is the more protective gear you are wearing, the better protected you are. Right? That's just common sense and logic.

When we don our apparel for a given ride, we need to be honest with ourselves and be comfortable with whatever risk we are taking. For example, when I decide to wear an open face helmet rather than a full face or modular, I need to acknowledge the fact that I am taking a somewhat greater risk of injury to my jaw and face should I crash. The point is to honestly assess and understand the risk, not to take every measure to reduce risk on one hand or blissfully ignore it on the other.

Next month I'll review the thought process I followed in finding balance with ATGAT.

Ride on,
JD

Meet Sean King

April 2017 Member of the Month

Where do you live?

San Clemente CA

What do you do for a living?

Senior Building Inspector for the City of Irvine (that's a job title not an age category).

How long have you been riding Motorcycles?

3 years

How long have you been riding a Harley?

3 Years

How long have you been a member of OC HOG?

Since July 2016

What is your current Harley?

2014 Street Glide Special

Annual mileage?

12k - 14k per year

What kind of riding do you enjoy the most?

Riding Lone Wolf out on the open highway in the middle of nowhere, not a soul in sight, with the good lord riding along as my navigator with my knees in the breeze and my fists in the wind.

What are your favorite rides?

Hwy 74 from Idyllwild thru the Valley to Anza.

Hwy 166 thru New Cuyama.

A quick run to Jillian for Apple Pie.

What is your most memorable

That amazing ride from Billings Montana on Hwy 212 called BearTooth Pass. I love the climb on the switchbacks with the panoramic view of the Valley thousands of feet below as it take you above the tree line that is normally covered

in snow 90% of the year. It was so barren across the peak that it was like riding across the surface of the moon. Then it drops you into the lush green life filled YellowStone National Park. It's an experience I'll never forget.



experience on a Harley?

It could be sunrise through Napa Valley before traffic hits the road and where the vineyards are afire with sunlight as it reflects off the grape leaves drenched in the morning dew.

Or

Traveling Hwy 395 between Carson City and Mammoth Lakes during a 2 hour torrential down pour just before dusk at 45 miles per hour with flashers on and a line of cars 6 deep following close behind me because I can see better then they can due to the amount of rain pelting their windshields.

Or

Which ride would you like to do in the coming year?

September 2017 Donna (my better half) and I plan on visiting Saint George UT and then branch out to explore Zion, Bryce and Grand Canyon.

Is there anything else you would like to share?

I enjoy riding with the Pack and bonding with the other OCHOG members. It fills that void of missing camaraderie and that sense of brotherhood that's been vacant since my days of military service.

Mentone Ride (Mill Creek Cattle Company)

By Vic Lindsey, March 19, 2017

We are a bit excited as we gather at the Camino Real Playhouse (San Juan Capistrano)—the Ortega Highway has been reopened! The group of 32 bikes (36 riders total) leaves promptly at 8:30AM.

Ortega Highway (CA-74) does not disappoint, especially after the magnificent rains we have been getting this Winter. Everything is green, **green**, **GREEN**, and the weather is perfect (a cool 55°F). Once we reach the top of the crest overlooking Lake Elsinore, we see more welcoming views, as the Lake is definitely fuller than 6 months ago.

Down the hill we go, across the lake's north edge, under I-15, turning on Diamond Dr., where we enter Railroad Canyon. The rains have been good to these hills too, as we cruise across the valley floor towards Hemet, and make our first fuel stop in Menifee.

With the temperature finally starting to climb, we shed some clothes, and make our way east to Hemet, then north along the Ramona Expressway, past the Sobaba Casino, zig-zagging to Sobaba Road in the foothills of the San Jacinto Mountains. The road finally opens up to the CA-79 towards

Beaumont. The normally brown landscape is alive with new growth, flowers are all over, and red-tail hawks circle above. In the distance, we see considerable snow on all the local mountains, especially the San Gorgonio Mountain range.

Now the choice of roads gets interesting, as the planned path takes us to roads this group has never (or



nearly never) traveled before. In Beaumont, take the I-10 a short distance and travel, single-file, some back roads with an agonizing number of stop signs and some high-speed cross-traffic. We get into the town of Mentone and arrive at **Mill Creek Cattle Co.** for lunch.

This restaurant has an outside façade of the Old West, complete with places to take pictures (as though you were on a movie set). We file through the door, handing

over \$20 per person, and into a large dining hall decorated with all sorts of bric a brak (animal heads, musical instruments, furniture, and pictures), for one of the finest lunch buffets around. The hall is designed for very large parties—we barely fill half of it.

We are treated to a buffet of spare ribs, chicken, tri-tip of beef, salad with oodles of vegetables thrown in, garlic mash potatoes, and a very tangy BBQ sauce. The plates are of a generous size, so there is no need to go back for seconds.

After lunch, we hit the highway for tons of “slab”. Travel along the CA-210 is uneventful, until we begin to reach San Dimas and the 57, and then traffic begins to get a bit tight. We slowly make our way south along the 71 to

Chino Hills Pkwy and Carbon Canyon. We then single-file go through another incredibly green terrain that is just breath-taking. None of the twisting turns are really challenging. When we rejoin the 57, traffic is definitely packing it in, and the group starts to break up.

At this point, we are basically going home, and various riders peel-off as they reach their respective exits.

Malibu Ride (Paradise Cove)

By Bryndalin Guzman, April 8, 2017

Hi HOG peeps! Its Bryndalin Guzman.

I was so excited to be on the bike again with my mom after a long break. I am also excited to be writing the Hog article for our Malibu Paradise Cove ride. It was the perfect way to spend a Saturday.

The morning ride to the meet-



ing spot was a little wet from rain the night before but my mom assured me it would dry out and we would have a beautiful ride through the Santa Monica Mountains and boy was she right! It was nice to see all the friendly faces and get hugs from everyone. We had about 20 bikes and soon we were off!

We rode down the 405 freeway for a really long time. It was kind of boring to be honest but I was still happy to be out in the wind and hearing the roaring of our engines all together. We got off the freeway at Sunset blvd and made our way through the hilly neighborhood of Brentwood. By the time we hit

the ocean the clouds had started to part and the sun kept trying to peek through. There was only a small amount of traffic and our group got broken up only once. We made our way to the first gas stop, which I was grateful for because my mom's back seat is not very comfortable for me and I needed to stretch!

Soon we were all fueled up and continuing our trip.

The ocean was so pretty with a big stripe of turquoise and an even bigger stripe of cobalt blue. It was really pretty to see all of the green hills with little yellow flowers all over them. The rain has made

graphs on the interior walls. It was a glimpse into the past with pictures of whale heads, women boxing in old fashioned bathing suits, sailors and members of the armed forces. There were also pictures of Malibu and the surrounding area before it was all built up like it is today.

We had a great meal. I chose the macadamia coconut pancakes. They were really good but boy does that place charge a lot of money for their food!

After breakfast everyone had to go to the kiosk to pay for parking and I went out to the beach to take some pictures. I love taking pictures. My mom says I am pretty good at it! Believe it or not but that is my favorite part of any ride. The sky was so blue and all the rain

all of the grass and flowers grow. We rode for about 14 miles to our restaurant destination of Paradise Cove. The hill to get to the restaurant was scary to go down but my mom got us there safe.

Paradise Cove is incredible because of the outside landscape design as well as all the photo-



clouds had departed. (Continued on next page...)

(...continued from previous page)

It was turning out to be the perfect day! We all got out of the parking lot and up the big hill to PCH.

Now this is the part where my mom had to remind me of all the street names haha! We turned onto deer creek road after going down PCH for a bit. This is the spot where I snapped this picture of the blue sky and ocean. It shows how



far up we traveled.

The hills were full of flowers and green grass. It was just a road and hills and nothing else! It was so pretty. We kept going until we got to a road called Yerba Buena. This road was very narrow with lots of curves and was very bumpy. My mom joked that she left one of her kidneys up there! Once we got to Mulholland drive and Topanga canyon it was much smoother and enjoyable. It was so beautiful on this part of the ride. There was a lot to look at. There were houses

tucked into mountainsides, farmland, horses, ranches and vineyards. Off to the left of the road was a big mountain slightly reddish in color. It reminded me of where my aunt lives in Sedona although not as deep a red color it was still pretty. The remaining storm clouds were sitting above it making it look shrouded in mist.

There was one part of the road off Topanga canyon where a huge rock appeared to dangle above

the road. I wish I could have photographed it but it came up too suddenly. It is not very easy to photograph while on a moving bike on curvy mountain roads. By the time we got to our final gas stop mom said she needed a massage lol! The trip home was all freeway riding on the 101 through LA and the 405. We did a ton of lane splitting. For me, this is nerve wracking. (Continued on next page...)

Somewhere in the vicinity of LA my mom had, what looked like, a large, blue, piece of construc-

tion tape blow up and stick onto the front part of her bike. Which I learned could be dangerous or melt when it hits the hot engine. She was able to reach down and free it, all while riding. Shortly after that a plastic bag blew up and the handle hooked itself onto her right foot! What the heck? After a couple of failed attempts to kick it off, she twisted her leg up into a yoga like pose and had me yank it off her foot! Later she told me she had never, in all of her years riding, attempted Harley yoga before! Well, as they say, "There is a first time for everything!" She was tired when we got home and I snapped this picture of her in her chair.



I can't wait to be 18 so I can join the OC HOGS as a member and buy my mom's bike from her. She doesn't know it yet but she's going to sell it to me!

Bye! Bryndalin G

Death Valley - Day I

By Bill Thompson

It all started familiar enough, a gathering of friends on a beautiful Spring Morning. Hugs, handshakes, and catching up with those we haven't seen in a while. Soon enough after fueling up on Avocado Toast (OMG this is the bomb) and several trips to ensure the bladder was ready for the first leg of 71.8 miles, 54 Harley Davidson's and their passengers were off on another adventure into the wild west.

Fairly routine Friday morning commuter traffic, but we managed to make decent time through the myriad of Southern California Highways, 91, 210, I-5, 14, CA-125, and finally on to CA -58 after a brief fuel and bio-stop. Onto a few more roads until we finally hit the JACKPOT! A sudden right turn off of 58 West and we were on Bealville Road, which quickly turned into what I can only describe as one of the most incredible roads in my short three years of traveling with this wonderful group!

CALIENTE-BODFISH ROAD- Now I was expecting the usual pastoral meadows, picturesque scenery with cows grazing and maybe a chance sighting of a couple of wild flowers, given the amount of rain we have experienced this year, but what a road and scenery to behold!

Yes there were meadows, and cows seemingly chasing us along the fence line, but the collection

of farmland, golden meadows, and magnificent and regal Oak Trees were something to see. Beautiful winding roadway, first dropping into a valley that could have been a backdrop for the "Big Valley" TV series, then up, around, and then back around again, though some of the most wonderful, challenging switchbacks, hairpin turns, and whop-de -you's, you could ever imagine. I remember thinking, can



Heading down Caliente-Bodfish Rd.

this even be real, did someone wake up one day and say, "let me see if I can put together the best road for OCHOG to experience?" Well, it was one epic ride, and I encourage you all to get to Facebook, and the OCHOG website and check out the pictures as soon as they are posted, somehow picturesque somehow does not seem to capture the feeling

we experienced on this ride.

What a blessing to have the depth of experience in our Officer Corps, Chris, your time as Activities Officer will be felt for years to come, Roger, your ability to assemble and deploy an experienced and skilled Road Captain Team, and Craig, your ability to effectively lead by allowing the team to do their jobs, the members like myself to add our combined experience, and

yet sit back at times and just enjoy the ride.

Not necessary to go on about the rest, it suffices to say we all arrived safely at our destination in Lone Pine, check in was relatively

easy, (I did drop Janice off at the office with her helmet still on!) and many of us enjoyed a lovely evening, steak dinner where we celebrated Lee's 69th Birthday with many of us who have come to love and respect our dear friend. God Blessings to you and your family my friend! May "Fair Winds and a Following Sea" forever be by your side, Shipmate!

Death Valley - Day 2

By John Devine

A day of highs and lows...

The day started in Lone Pine under the majestic Mt. Whitney, rising to 14,505 feet above sea level which is the highest point in the contiguous US, and included Badwater Basin, which at 282 feet below sea level is the lowest point in the contiguous US. In between, the group climbed to and descended from 5000 feet three times.

The first climb out of Lone Pine started out on a fairly flat and straight

didn't keep you on your toes, the gravel, rock and sand parking lot at the Panamint Springs gas stop surely did. With one exception, the group was able to get their gas and get lined up for the departure unscathed. We continued our descent into Panamint Valley and then immediately climbed up and over Towne Pass in the Panamint Range. And now we were officially in Death Valley as we rode through the town of Stovepipe Wells, continued

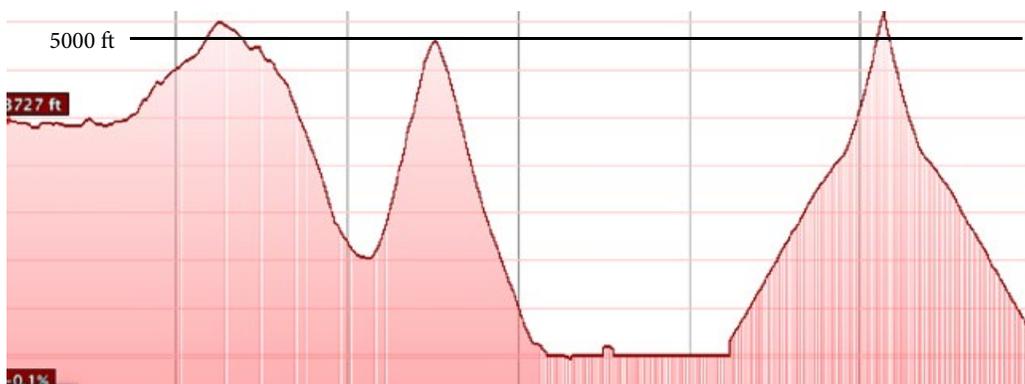
vista.

We headed back down to Furnace Creek for lunch. And as the song says, "The Heat is On". Why does Death Valley get so hot you ask? Well, due to the long narrow shape of the valley, the density of the below sea level air, and the tall surrounding mountains. It works like a big convection oven. With little plant life in the valley, the ground and dense air absorbs heat which then rises, cools and gets

pushed back down, only to get reheated again due to compression and the sun. The result is circular currents of hot dry air that create perpetual drought-like conditions in the valley. Aren't you glad you asked?

We left Furnace Creek and as we made the turn down Badwater Road, the temperature slowly climbed as we descended. By now any layers used for warmth were long gone. Before we actually got to Badwater Basin we made a left turn down Artist

Rd. Located in the hills below Dante's View and aptly named for the rich palette of colors and textures you see on the 9-mile, narrow, one-way loop. We turned left again to head back down Badwater Rd. A brief stop at Badwater Basin and we were on our way through the southern entrance of the valley, up over Jubilee Pass and finally back to some cooler temperatures. After crossing the border into Nevada, we arrived at our last gas stop in Shoshone. Then just a short hop to Pahrump and our hotel along some incredibly straight roads compared to what we had seen since morning.



Elevation profile for the first 150 miles of Day 2 - 3 peaks of 5000 feet

as we rode east into the rising sun. As we came closer to Panamint Springs, you noticed the need to roll on more throttle to keep pace, even dropping a gear once or twice to acquire the necessary torque as we climbed up the Darwin Plateau. Then the first of many signs indicating a sharp turn foreshadowed the 16 mile descent into Panamint Valley. The snow capped Sierra's disappeared behind us as the breathtaking vista looking across the valley came into view. Every turn - and there were a lot of turns - seemed to offer a different and equally stunning view.

Now if the twisties on the descent

through the valley past Furnace Creek and headed up for the climb to Dante's View, which at 5476 feet, is the highest point of today's ride.

The road to Dante's View starts off with some great sweepers, evolves into some fun twisties and culminates with crazy tight 10 MPH switchbacks on a 15% grade. Whew! We made it. And as promised the view is spectacular. With the snow covered Telescope Mountain in the Panamint Range to the west, the valley and distant mountains stretching out to the north and south, Badwater Basin below, and the snow capped Charleston Peak to the East, every direction provides an epic



Director's Message

By Craig Shelby

Wow time seems to be flying by as one-third of 2017 is behind us. By the time the April HOG LOG is posted we will have returned from our second overnight ride of 2017 to Death Valley. And our summer cruise to Lake Tahoe will be here before we know it.

Overnight trips are truly an enjoyable few days away from the hum-drum of our daily activities and an opportunity to spend time riding & partying with our Harley friends. However, it does present the potential for having some mechanical issues with our bikes and having them a long way from a Harley service location. That brings me to TCLOC.

T = tires & wheels; C = controls & cables; L = lights & electrics; O = oil & fuels; C = chains/drive belts & chassis. Okay, drive chains and kick-starters have been replaced with complex electronics and a variety of creature comforts. (What the hell are those? Not on my bike.) Trouble-shooting modern electronic issues on the side of the road is nearly, if not completely, impossible to do. Even if you think you know the problem, imagine the spaghetti bowl of wires hiding in the fairing?

Now where is the loose connection?



The red wire goes where?

My point here is to have your bike serviced on a regular basis and be diligent in making a visual inspection of your bike before each ride.

Last month six officers of the Chapter attended Harley Officer Training (H.O.T.). This was my fourth year of attending and each time I am thrilled to be a part of the Harley-Davidson Motor Company and the Harley Owners Group family. It truly is a family as evidenced by how fast and easy it is to begin a conversation with someone that you have never met, but the H.O.G. patch is the common denominator for us all.

The sharing of stories about roads ridden and places visited are priceless. And it's all because you bought a Harley-Davidson motorcycle. Now think of the brilliance in marketing the Harley-Davidson brand perpetuated by the Harley Owners Group which began in 1983. Our chapter received it char-

ter in 1987. Whether it's a couple of Harleys or a pack of 50 cruising down any road anywhere - that patch may be on some or all of the riders.

What a display of a product loyalty by its customers. Do you wear a patch for the brand of car you own? How about your bank? And that advertising does not cost Harley-Davidson a penny. H.O.G. members are essentially an extension of the Harley-Davidson marketing department. Most Harley owners are not shy about talking about their bike, the places they have ridden and the patches on their vest. That all tells a story about Harley-Davidson motor-



cycles, H.O.G. and every individual who rides one and wears the H.O.G. patch. Each of us is following in some fashion the footsteps of those who came before us and I hope that we are leaving a trail for those who certainly will come after us. Ride safe and have fun.

Craig



Asst Director's Message

By Mel Fonseca

As we begin planning our multi-day overnightrider rides for the rest of the year (as we just returned from our 3-day Death Valley overnightrider), then you'll appreciate these tips which have been compiled from input from members who participated in multiple overnightriders.

In addition to packing the bare necessities, these things are worth considering as well:

1. Eat very light for breakfast, then try to eat an early lunch before the lunch crowd arrives. If you're going to eat a heavy meal or a lot of food, save it for the last meal of the day when you're done riding — because big meals take a lot of energy to digest and will make you drowsy.
2. Pack snacks if you have the space. Such as snack-size peanut M&Ms, hard candies (like Sweet Tarts, Gobstoppers, Jolly Ranchers), and mixed nuts in snack-size Ziploc bags.
3. Carry water and make a point to drink every time you stop (even if you don't feel thirsty). It's important to your alertness and your overall comfort

level to stay vvhhydrated.

Start the trip with a frozen bottle of water. It lasts a long time. Some like to use an aluminum water bottle they can easily access instead, so you don't have to stop to get a drink.

4. Carry phone chargers, as well as a power cells so you can charge on the go if you run out of juice before getting to an electrical outlet.
5. If you wear glasses (like I do), take a cheap spare pair along with you rather than your everyday pair (I bought a pair of folding readers that fit easily in any pocket) — in case you lose them, misplace them, sit on them, squish them while packing, etc. This comes in handy if you need to read maps or restaurant menus.
6. If you have long hair, as my wife does, then you know that tiny flyaway hairs are constantly slipping out from under the helmet and slapping you in the face. (some say, "when going fast, they feel like sharp little knives".) Some have spent weeks trying to figure out how to keep "flyaway" from slipping out of their ponytail holders, by experimenting with hair comb and barrettes of all shapes and sizes. Finally, they've tried wearing a simple wide, stretchy headband under-

neath their helmets and it worked! No more "flyaway".

7. Other things that could come in handy and might be worth making room for: is carrying 2 bungee cords, a roll of duct tape, kickstand pad (for parking on grass/sand/gravel/asphalt), all these may come in handy for a quick fix that will keep you on the road until you can get somewhere where you can get your bike fixed.
8. Finally, for keeping the motorcycle clean, some have recommended a product called Fastwax FW1 Wash & Wax. It's a waterless car wash that is an aerosol foam. It works great, but it's pricey! I searched for another aerosol foam waterless car wash & wax product, but found it difficult to find in stores. I found a similar product, Foamtek waterless car wash. It works just as well as the FW1, but costs much less.

These are helpful tips for those of you who are newer to riding your motorcycle on multi-day rides, and a perhaps a refresher for those of us who have several overnightriders under our belts.

Either way I hope they are helpful and keep you safe and comfortable on our fabulous overnightriders.



Secretary's Report

By June Russell

Welcome

Director Craig Shelby called the meeting to order at 7:00 p.m. Jean Pence led the chapter in the Pledge of Allegiance.

Introduce Current Officers

Craig introduced the chapter's current officers.

New Members Introductions

Mark announced the current active member count at 284; 5 of which are new members this month, 3 new member(s) were present at the meeting

Announcements, Reminders, Updates

Craig thanked those who purchased dinner helping the chapter reach our needed 50 dinners to help cover the cost of the venue. Also thanked those who purchased raffle tickets. Thanks to Linda Mosher and Joanne Keagy for selling raffle tickets. Elizabeth was here sewing on patches. Craig announced we will be purchasing tickets for the Angel game on Saturday, May 13th @ 6:05pm against the Detroit Tigers and will be tailgating prior to the game. In addition, Sam purchased the long-sleeved black t-shirts with the OCHOG & HOG rocker on back and small HOG rocker on

front. They should be here by our next Chapter meeting.

Dealer News

Craig reminded everyone about the special labor rate for being a HOG member at the dealer (\$90-which is regular rate of \$110 less \$20); if you buy dinner you get a card that you can redeem at the dealer for 100 rewards points at the dealer. Sign the back and drop off with Deanne at the dealer.

IWAR Presentation

IWAR meeting will be held on Sunday, April 9 at 2pm.

LOH Presentation

Linda announced BLING night to be held on Friday, April 14th at 6pm at June Russell's house. In addition, discussed a clothing swap to be held in June.

Officers who attended H.O.T.

Mel, Sam, June, Chris and Eric reflected on their time at H.O.T.

Review of Pre-ride briefing

This month's topic was membership and waivers. Reminded all in attendance that their national membership MUST be valid in order to have a valid local membership. Recognition for HOG Log Ride

Article Contributors

Craig recognized the following individuals for their articles in the March HOG Log: Lake Hughes (Rock Inn - Janice & Bill Thomp-

son. Palm Springs - Mike Norton (day 1 & 3) and Steve Burke (day 2). Each member received 10 raffle tickets for their HOG Log article contributions.

Activities Presentation

Chris recapped March rides, which included Lake Hughes and Mentone day rides, and the Palm Springs Overnighter; reviewed the ride calendar for April, which includes the April 8th ride to Malibu, as well as the April 29th New Member ride. May and June Rides were also discussed, and the upcoming overnighters to Death Valley in April and the Summer Cruise to Tahoe in June. Also reviewed procedures for room registration for overnighters on Eventbrite, and that it does NOT guarantee a room, but only indicates an interest in going. If you need to cancel after registering return to the Eventbrite site and cancel. Hotel reservations are to be made upon receiving the "hotel" information via e-mail.

Member Of The Month Presentation - Carol Appelt

MOM - Mel and Cindy Fonseca

Cake to celebrate the March birthdays.

LOH RAFFLE - Linda Mosher

Adjourn

Craig thanked everyone for attending the meeting, buying dinner and participating in the raffle. Meeting was adjourned.

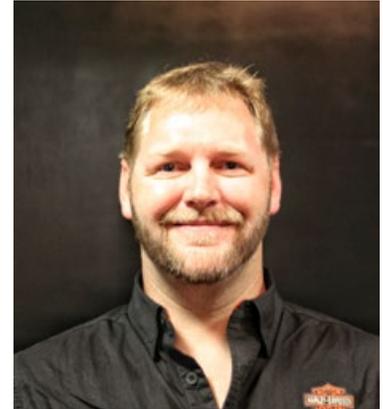
New Members



Michael Greco



Ben Kaneaiakala



Bobby Potts

April Birthdays

Jeffrey Davidson
Jaime Fabio
Michael Greco
Peter Heydenrych
Howard Hulin,
John Milner
Eric Monroe
Regina Moore

Linda Mosher
Ronald Nelson
Javier Pena
Jack Purvis
Jesse Rodriguez
John Russell
Paul Schley
Paul Shaffer

Denise Silva
Lee Slajer
Jennifer Taylor
Denise Vandal
Leo Wiggins
Roger Williams
Michael York

Odds and Ends

Thank you to
all Ladies of
Harley who
made this Bling
night a success!

Thank you to
Joane Keagy for
selling ticket at
the March
meeting

Huge Thank you
to June Russell for
opening up her beau-
tiful home for our
Bling Night!

If you have any items
you'd like to donate to
the raffle, please con-
tact Linda Mosher -
loh@ochog.org

Have a quick
note or message
you want to
post? Contact
editor@ochog.org

Member Items for Sale



For Sale:

Single-sided swingarm bag. HD part # 90200570

I bought this as a gift for my son to fit on his Dyna. Unfortunately, you have to remove the passenger footpegs to mount this and that was a dealbreaker. Something about his girlfriend...

It's brand new, never been mounted just waited too long to return it. Fits 2006 and newer Dynas.

Email JD, editor@ochog.org, if you are interested. It's in the catalog for \$189, I'm asking \$125, OBO.

Member Service Ads

#1 Traveling Notary Public

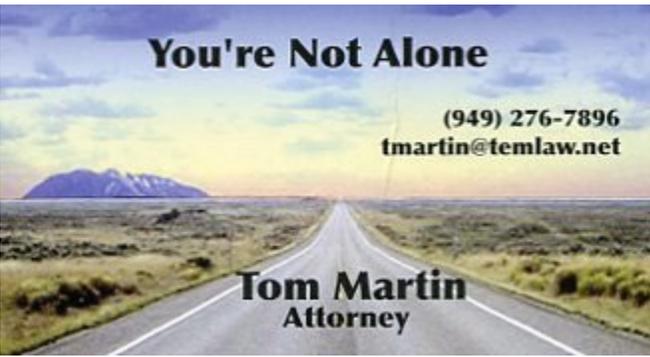


- Reasonable Rates
- Orange County and Surrounding Areas
- Escrow Experience
- Loan Document Knowledge
- Efficient Service with a Smile

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Want to promote your business with members of our chapter?
Contact Sam, treasurer@ochog.org

Chapter Officers

Director	Craig Shelby	director@ochog.org
Assistant Director	Mel Fonseca	asstdirector@ochog.org
Secretary	June Russell	secretary@ochog.org
Treasurer	Sam Proko	treasurer@ochog.org
Activities Officer	Chris Mosher	activities@ochog.org
Editor	John Devine	editor@ochog.org
Head Road Captain	Roger Allen	headroadcaptain@ochog.org
Ladies of Harley	Linda Mosher	loh@ochog.org
Membership Officer	Mark Morales	membership@ochog.org
Photographer	Carol Appelt	photos@ochog.org
Safety Officer	Roger Allen	safety@ochog.org
Webmaster	Eric Bakker	webmaster@ochog.org

Sponsoring Dealer



Orange County Harley-Davidson
8677 Research Drive
Irvine CA, 92618

Phone: 949-727-4HOG (4464)
Fax: 949-655-0030
Email: email@ocharleydavidson.com
Web: www.ocharleydavidson.com

Dealership Hours

Store:	Closed
Monday	10 am - 6 pm
Tues-Fri	9 am - 6 pm
Saturday	10 am - 5 pm
Sunday	

Service:

Sun & Mon	Closed
Tue-Sat	8 am - 6 pm

Free BBQ for VIP's every Saturday 11 - 1!

Orange Coast H.O.G. Chapter Calendar

Member / Guest Codes

- M = MEMBERS** - for OCHOG chapter members and member may bring a guest on member's bike.
C = CLOSED - for OCHOG chapter members and member may invite 1 guest riding a Harley-Davidson motorcycle.
O = OPEN - for OCHOG chapter members, National HOG members, and other guests.
I = Information - Information Only.

Diamond Designations

Prior riding mileage (*experience*) for each diamond designation:

- ◆ 1,000 miles ridden / ◆◆ 5,000 miles ridden / ◆◆◆ & ◆◆◆◆ 10,000 miles ridden
you are the best judge of your riding abilities (on the bike currently being ridden)

Diamond Route Characteristics

- ◆ Minimal freeway riding, city streets and short segments of modestly twisty roads.
- ◆◆ Some freeway riding (*at freeway speeds*) and twisty back roads.
- ◆◆◆ Moderate distances on freeways (*at freeway speeds*) and lengthy segments of significantly twisty back roads.
- ◆◆◆◆ Significant distances (*up to 500 miles per day*) on freeways and extremely twisty, steep and mountainous roads.

April 2017

<u>Diamond</u>	<u>Date</u>	<u>Day(s)</u>	<u>Code</u>	<u>Ride / Event Information</u>
◆	Apr 29	Saturday	C	<i>New Member Ride</i> Meet at OCHD Dealer. (New Member orientation at 8:15 a.m.) <u>Departs at 9:15 a.m.</u> for a short ride returning to the Dealer for hot dogs and sodas. Old Timers are welcome. 60 miles.

May 2017

<u>Diamond</u>	<u>Date</u>	<u>Day(s)</u>	<u>Code</u>	<u>Ride / Event Information</u>
◆◆◆	May 06	Saturday	C	<i>Borrego Springs</i> <u>Departs 8:00 a.m.</u> From Jerome's. 270 miles.
◆	May 10	Wednesday	C	<i>Full Moon Dinner Ride</i> Meet at OCHD Dealer at 6:00 p.m. <u>Departs at 6:30 p.m.</u> For a short ride to an undisclosed restaurant location.
N / A	May 13	Saturday	O	Anaheim Angels vs. Detroit Tigers (Fireworks Night) Tailgate before, fireworks after & game starts at 6:07p.m. <i>L.O.H. Poker Run.</i>
◆	May 20	Saturday	C	Starts at OCHD – Sign-in/first card at 8:45 a.m. // last card 9:30 a.m. Maps to the next destination will be provided at each stop. Hamburgers, hotdogs and drinks at last stop PLUS WINNERS ANNOUNCED. 100 Miles
N / A	May 25	Thursday	O	<i>Orange Coast H.O.G. Chapter Meeting</i> Back Bay Conference Center, 3415 Michelson Drive. 2nd floor, Irvine. <u>Dinner at 6:00 p.m.</u> <u>Meeting at 7:00 p.m.</u>
◆	May 27	Saturday	C	<i>New Member Ride</i> Meet at OCHD Dealer. (New Member orientation at 8:15 a.m.) <u>Departs at 9:15 a.m.</u> for a short ride returning to the Dealer for hot dogs and sodas. Old Timers are welcome. 60 miles.
◆	May 31	Wednesday	C	<i>Full Moon Dinner Ride</i> Meet at OCHD Dealer at 6:00 p.m. <u>Departs at 6:30 p.m.</u> For a short ride to an undisclosed restaurant location.

June 2017

<u>Diamond</u>	<u>Date</u>	<u>Day(s)</u>	<u>Code</u>	<u>Ride / Event Information</u>
◆◆◆	Jun 03	Saturday	M	Del-Mar (Milton's Deli) <u>Departs 8:30 a.m.</u> From Camino Real Playhouse. 160 miles.
◆◆◆◆	Jun 08-13	Thu - Tues	M	Summer Cruise (Lake Tahoe) - Overnighter SIX DAY - RAIN OR SHINE. <u>Departs 7:00 a.m.</u> From Jerome's. 1,500 miles
N / A	Jun 17-18	Sat - Sun	I	OPEN WEEKEND
N / A	Jun 22	Thursday	O	Orange Coast H.O.G. Chapter Meeting Back Bay Conference Center, 3415 Michelson Drive. 2 nd floor, Irvine. <u>Dinner at 6:00 p.m.</u> <u>Meeting at 7:00 p.m.</u>
◆	Jun 24	Saturday	C	New Member Ride Meet at OCHD Dealer. (New Member orientation at 8:15 a.m.) <u>Departs at 9:15 a.m.</u> for a short ride returning to the Dealer for hot dogs and sodas. Old Timers are welcome. 60 miles.

July 2017

<u>Diamond</u>	<u>Date</u>	<u>Day(s)</u>	<u>Code</u>	<u>Ride / Event Information</u>
N / A	July 01-02	Sat - Sun	I	OPEN WEEKEND
N / A	July 06	Thursday	C	Patriot Flag Arrival OCHD Dealer for an approximate 11 a.m. flag arrival
N / A	July 07	Friday	C	Patriot Flag escort ride to San Diego OCHD Dealer for an 8:30 a.m. departure. Will include an optional lunch stop on the return trip
◆◆◆	July 08	Saturday	C	Lake Arrowhead <u>Departs 8:30 a.m.</u> From Jerome's. 180 miles.
◆	July 12	Wednesday	C	Full Moon Dinner Ride Meet at OCHD Dealer at 6:00 p.m. <u>Departs at 6:30 p.m.</u> For a short ride to an undisclosed restaurant location.
◆◆◆	July 15	Saturday	C	Julian (L.O.H. Lead). <u>Departs 8:00 a.m.</u> From Jerome's. 250 miles
◆◆	July 23	Sunday	C	Downtown LA (Trejo's Tacos). <u>Departs 8:30 a.m.</u> From Sand Canyon. 150 mile destination ride
N / A	July 27	Thursday	O	Orange Coast H.O.G. Chapter Meeting Back Bay Conference Center, 3415 Michelson Drive. 2 nd floor, Irvine. <u>Dinner at 6:00 p.m.</u> <u>Meeting at 7:00 p.m.</u>
◆	July 29	Saturday	C	New Member Ride Meet at OCHD Dealer. (New Member orientation at 8:15 a.m.) <u>Departs at 9:15 a.m.</u> for a short ride returning to the Dealer for hot dogs and sodas. Old Timers are welcome. 60 miles.

Meeting Places

- **OCHD Dealership** - Orange County Harley-Davidson, 8677 Research Drive, Irvine
- **Back Bay Conference Center** - 3415 Michelson Drive (2nd Floor), Irvine
- **Sand Canyon** - Sand Canyon Exit from I-5, parking lot at end of Burt Road, Irvine
- **Jerome's** - Tustin Avenue (south of La Palma Avenue / North of the 91 Freeway), Tustin
- **Camino Real Playhouse** - Corner of Ortega Hwy (Hwy 74) and El Camino Real, San Juan Capistrano

