



HOG LOG

June 2017

Orange Coast Chapter #322



Chris and Linda Mosher (and family)

Members of the Month

Editors Note

By John Devine

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This is why you should occasionally check out your bike. In this case, I was doing a thorough cleaning and wipe-down to get rid of some dusty grime picked up on the past few rides. I purchased an inexpensive lift on Amazon (\$70 - shown below) to get the bike level and to make it easier to do things like inspect my rear tire. (Shown above)

Rear tires are hard to get to on our touring bikes because the saddle bags make it difficult to see and access. By putting the

bike up on the lift I can easily get the rear wheel off the ground which allows me to spin the tire to inspect things like the tread for wear. Without it, I'd have to roll the bike a foot or so, get off the bike, inspect, rinse and repeat until I had checked the entire circumference of the tire. That's kind of a pain which for me meant I was less likely to even do it or not do it thoroughly.

I also like the fact that the bike is leveled instead of being on the side-stand which makes it easier to see and clean the parts on lower left side.

It's also great for sitting on the bike while level to check the positioning of things like highway pegs, mirrors, etc. Otherwise you'd have to be rolling to have your feet up and the bike level.

And of course, if you do your own wrenching or even installing simple parts, it's typically much easier to do so on a level bike.

I'm all for things that make it easier to be safe and proactive in maintaining the investments we have made in our bikes. I feel like the lift has already paid for itself.



Ride On,
JD

Meet Chris and Linda Mosher

June 2017 Members of the Month

Where do you live?

Laguna Niguel , CA

What do you do for a living?

I work in Business Intelligence for an Insurance company and manage an analytics department.

How long have you been riding Motorcycles?

Since I was 12. I had a Honda 100 and it was on my grandparents farm. My dad wouldn't let me ride till I could pick it up by myself. Once I picked it up they couldn't stop me. When I was 18 I graduated to a sport bike, a Ninja 600R.

How long have you been riding a Harley?

5 years.

How long have you been a member of OC HOG?

4 years. It took me a while to discover the HOG chapter. Once I did I was hooked.

What is your current Harley?

2004 Heritage Softail Classic

Annual mileage?

About 15k per year.

What kind of riding do you enjoy the most?

All of it. I love searching out roads and discovering new places.



What are your favorite rides?

Utah. I loved Monument Valley and want to go back. I love the desert and the mountains. Tahoe was amazing.

What is your most memorable experience on a Harley?

On the Utah ride we stopped at

Monument Valley. While we were there a giant thunderstorm moved through with lightning, rain, and hail. Some of our chapter tried to make a dash for the hotel but there was a group of us that just sat on the gift shop balcony and watched the storm move across the valley. I will always remember that time.

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

Looking forward to Napa. Mt. Lassen and Crater Lake. Run for the wall is on my bucket list, if we can swing it.

Is there anything else you would like to share?

I have lived in California for 19 years but I really only started to get to know it once I joined the chapter and started riding. Riding has also been a great way for my wife, Linda, and I to get out

and have adventures together. Our HOG chapter is an amazing group and we both just feel blessed to be part of it and that we get to enjoy life with all of our fellow OC HOG's.

Milton's Deli

By Craig Shelby

Right on schedule, the May gray has been replaced by the June gloom, but that did not discourage 35 members on 28 bikes from gathering in San Juan Capistrano for the annual trek to Milton's Deli in Del Mar.



About 10 miles into the ride along the Ortega Hwy the cloudy gloom turned to blue skies and warmer temperatures. From the Lookout Roadhouse, the view overlooking Lake Elsinore was what we have seen numerous times before, but today there were a few boats cruising around the lake as the water level is nearing more typical levels and the boaters headed out for an day for fun. At least we don't have to drag our bikes somewhere before the fun starts (or drag it home).

And that reminds me of a funny story about someone having too much fun with their boat . . . a guy dragging his boat home after

a day on the lake was pulled over by the Highway Patrol. The officer asked the driver if he knew why he was stopped. The guy said no; the Officer replied it's about that boat you are dragging. And the guy said it's not against the law to drag a boat. The Officer agreed, but we do

require that you put it on a trailer - may be the zero-tolerance protocol was overlooked.

Anyway, after navigating the down-hill curves from the Lookout and a short run down I-15 we reached our gas stop in Murrieta. The sun was out

in full force and many leather jackets were quickly shed and stuffed into saddlebags or tour-packs as it felt like summer was here. After gassing up and the a wardrobe adjustment for many, we headed to De Luz Road, a curvy, tree-lined road, west of Temecula and north of Fallbrook. In many places the trees have over-grown the road creating a tunnel-like feel with the sun peeking through the tree branches. De Luz is not overly challenging, with the surroundings of numerous avocado farms and great weather it does not get too much better.

As nice as the weather was in Murrieta, Temecula and Fallbrook it soon changed back to the June gloom shortly after leaving Escon-

dido heading towards Del Mar. The further west we went the more the temperature fell and some were likely questioning the aforementioned wardrobe adjustment.

We arrived at Milton's Deli and found the typical challenges of maneuvering thru the congested parking lot in an attempt to find a parking space. As usual (thanks to our Activities Officer, Chris Mosher) we arrived at Milton's pretty much on schedule, about 11:45 a.m. and they had seating for us in the back room where we typically sit. What does one expect or say when going to a deli for lunch? This speaks for itself . . .



and as I recall, some of this order left in a doggie-bag as the regular-sized portions are more than enough. So what happened to fulfilling the "eat" part of the motto - ride and have fun and EAT?

Lake Tahoe Summer Cruise - Day I

by Mel Fonseca

It's 4:30 a.m. on Thursday, June 8th, 2017. We awake with the anticipation of knowing the start of our premier ride of the year, the 6-day Summer Cruise to Lake Tahoe, lies just a few hours away. Getting out of bed is not as difficult as other days that require an earlier than normal wake-up call. Our bags and Harley are packed just



waiting for a few essentials and us to begin our journey.

We have a 7:00 a.m. departure so we leave our driveway at 5:20 a.m. for the thirty-minute ride to our meeting and line-up location. As we arrive, we notice several other members already there filled with anticipation and excitement, ready to get started on what promises to be a ride filled with scenic roads and some weather. As the minutes pass, more and more members arrive and began to form the train of motorcycles, which ended up being

about 33 bikes.

After our pre-ride briefing and everyone had taken care of business at the coffee shop we got our riding gear on and saddled-up to meet our 7:00 a.m. departure time - and we were off! Knowing that this day is our longest riding day, approximately 345-miles, and will be filled primarily by multiple-lane freeway

riding, we rode-on with the anticipation of getting to the open roads that will be one or two-lane highways filled with scenic views of open fields and mountain ranges.

Our first challenge was our first on-ramp onto the 91 West, merging into weekday traffic and trying to keep the group

together. After only 2.2-miles on the 91 West, we immediately transition to the 57 North. It was a smooth transition and we were able to stay together for the most part. The 57 North continues through the 60 freeway, staying in the correct lanes ensures we continue the 57 North. This goes smoothly as well and we were able

to stay together as a riding group. Our next transition was onto the 210 West. Here we were met with traffic and a traffic light at the transition from the 57 North to the 210 West. In the pre-ride briefing we advised everyone to try to stick together at this junction, for the most part we were able to stay together through this transition. After riding approximately 77-miles we get to our first gas stop in Santa Clarita.

After gassing up and a bio-break we were off again. We take the I-5 North towards Sacramento; 31-miles up we transition to the CA-99 North towards Bakersfield. After approximately 186-miles total of riding we exit the highway onto our second gas stop in Delano. At this point on the ride,



most of the group are much more alert and still filled with excitement and anticipation knowing we were out of (continued on next page)

the city and on our way to greener pastures!

Once again, all gassed-up and bio-breaks taken care of, we hear “five minutes” and we are off again back onto the 99 North towards Fresno. After about forty-miles we transition onto the CA-198 East towards Sequoia National Park. It’s at that point we notice the change in landscapes. We are now on the promise land, scenic open fields with mountain ranges out in the distance! It becomes much more obvious we are on our Summer Cruise to Lake Tahoe! Our highway is of two-lanes in each direction that become one-lane. There was little evidence of much civilization as large open fields of grass and hay are separated by fencing made up of barb-wire and wooden stakes. The living was now roaming on all-four legs and chewing on the aforementioned landscape. I believe they are referred to as cows and horses. We now have a higher influx of flying insects becoming one with our bikes, helmets, visors and sunglasses – oh yes, the promise land!



At a total of 232-miles we arrive

in Visalia for our scheduled lunch stop. We all rode to the after-lunch staging location, which happen to be one of the parking lots at the College of Sequoias. From there everyone rode off to their preferred eatery. We were all to meet back at the College of the Sequoias’ parking lot by 1:15 p.m. for departure.

After everyone their fill of the local fare, we staged in the parking of lot of the College of Sequoias and were once again off to continue our quest for more scenery and to get through our first day of riding. We continued on highways CA-198 East, then onto CA-245 North and onto Highway 180. This leg brought more scenery of open fields, small towns and farmlands. The weather has been comfortable to warm through this point.

At approximately 304 total miles of riding, we arrived at our final gas stop of the day, Clingan’s Grocery, before we arrived at our destination for the day. This gas stop had only one bathroom and we added a long line that led to the door of the bathroom. As some found hidden

wooded areas to relieve themselves, other searched for shaded shelter as the heat of the day was at its peak, about 85-degrees. When all the sudden one of us discovers an ice-cream van sitting at one end of the parking lot. This individual ordered a Soft-Serv in a cone, then walks towards a group of us advertising their find, like a pea-

cock showing off its feathered tail. Well that did the trick, we added another line at the ice-cream truck and indulged to our delights. The couple that owned the truck were happy to serve us as we made their week!



After the last drop of Soft-Serv was gone, bikes gassed-up, all feeling lighter from their bio deposits, we mounted our iron steeds and were once again off to conquer the last leg of the first day’s ride. We were a short 41-miles away to our destination at this point and most anxious to get off our bikes for the day.

We continue riding on Highway 180, shortly after we transitioned to CA-41 towards Paso Robles/ Yosemite, took an exit, made right then a left and there it was, the Oasis we yearned for, the Best Western Plus in Fresno! Happy that all had arrived together (for the most part – one of us had to make a couple of U-turns before arriving). Once we all got checked-in we got cleaned up and we were out again looking to fill our bellies with din-din so that we can the lay our heads on our pillows and dream of our recent adventures and those to come.

Lake Tahoe Summer Cruise - Day 2

By Susan Emery

The second day of a road trip is frequently better than them all – the stress (and traffic) of getting out of Orange County is behind and all that needs to be done is sit back and enjoy the scenery.

After a hearty breakfast of Frosted Flakes, we set out from Fabulous Fresno and were almost immediately gliding through gorgeous country landscapes. Scarcely 40 miles out of town, we came to Squaw Valley or, more specifically, Dunlap California. If you were paying close attention (as a passenger, it's a lot easier to do) you would have noticed a few signs and placards advertising the 41st annual Turkey Testicle Festival – ironically scheduled for Fathers' Day. Now, as a girl that hails from Rocky Mountain Oyster territory, this event naturally captured my imagination. Going online, I read this this is a favorite “family-friendly” event (really?!) with games for the kids and a chili cook-off. Hmmmm. However, the website article didn't directly address the delicacy for which the event was named...are they in the chili, maybe? If not, should you bring your own chopsticks? At any rate, the club should seriously consider putting the 42nd annual on the calendar for next year. On to Jamestown for lunch, Jamestown is another authentic little cowboy town, slightly reminiscent

of Tombstone, but a little classier. Chris Mosher kindly provided us a list of restaurants to choose from. The “Rawhide Saloon” sounded promising (for those who appreciate authentic). When we asked, we found out it was simply a saloon – no buffalo wings, no bar munchies and, alas, no tolerance. So on to the next choice which turned out to be the Willow Steakhouse – in business since 1862! It had pretty amazing food (the French Dip



was fabulous) and boasted its own saloon – which we skipped. Jamestown was also the location for our first H-D dealership visit. For many of us, this was a godsend-the dealership probably had a record sales day for rain gear and gloves... just in time for what lay ahead. And what lay ahead was weather! Rain (the serious kind)! Sleet (which I understand kind of

smarts if you're the one up front)! And Fog! Lots and lots of Fog

At about this point, the scenery became a bit difficult to report upon, although it appeared that on a sunny day, it would have been spectacular. As it was, being able to see the tail-lights of the bike in front of us became very much appreciated. That's not to say that there was nothing else to see. I couldn't help but notice the miniature avalanches that threw those tiny little boulders into the Harley's path. And when we got close to the highest elevations, it was pretty easy to observe that Caples Lake was still pretty much frozen solid. In June!

In its own way, even that part of the trip was beautiful. The only thing that I wish we had been able to see a little bit better were those invisible pot holes.

Thankfully, we all got through in one piece and by the time we hit 89 and the turn-off to Lake Tahoe, all was sunny again. But still a little chilly! When we got to the hotel, we were sending blessings to Chris Mosher for finding a place with indoor parking, multiple desk clerks and a Starbucks only 10 feet away!

As second days go, this was one for the record books!

Lake Tahoe Summer Cruise - Day 3

By Craig Shelby

After a significantly challenging afternoon of riding on Friday en-route South Lake Tahoe, Saturday morning was a delight. Albeit, not summer-like, but mostly sunny and on the mild side temperature wise. About 2/3 of the group gathered up for a 250-mile ride. The first point of interest was Emerald Bay, which may be arguably the best portion of Lake Tahoe. Hwy 89 runs along the southwesterly / westerly side of the Lake and the view is spectacular. The section of 89 that overlooks Emerald Bay also overlooks Cascade Lake (opposite side of the road) and runs along a narrow ridge line, but only after negotiating some hairpin turns. While the views are breath-taking, one must remember that the most important view is the pavement in front of



you.

Continuing on Hwy 89 we headed to Truckee for a quick gas stop and to kill some time as we planned on

arriving in Sierraville about 11:00 a.m. for lunch. Los Dos Hermanos and the Fork & Horn are the two choices for chow.

The seating capacity at the Fork & Horn probably does not exceed 20 and even though small, the service was excellent as was the food. I ordered Coke with my burger and unlike most places; I got a glass of ice and a can of Coke - I cannot remember the last time that happened. Only 4 of the group ate at the F & H while the other chowed-down some Mexican food. I heard of no complaints about the food or service at Los Dos Hermanos.

After lunch we took Hwy 49, the Golden Chain Hwy. where we passed through several quaint small towns. The most interesting, at least from I could see from riding thru was Downieville. Entering town you cross over the Downie River on a single-lane bridge just upstream from its confluence with the North Yuba River. What a contrast to Orange County.

Hwy 49 pretty much parallels the Yuba River all the way to Nevada City, some 40 miles away. This segment of Hwy 49 is beyond my ability to describe in adequate

detail how beautiful this area is. The road is a two-lane ribbon of pavement through some of the best scenery that one can imagine. There were too many views of the river to count. I offer up this as an example. WOW!



Around every corner is another spectacular view of the tree-lined road and river. This past winter's snowfall has resulted in significant snow melt and thus the rivers are 100% full, if not a little more. This segment of Hwy 49 is on my top 5 list of roads - I see another visit in the future for me.

We stopped in Nevada City for gas and a break before heading back to Truckee and on to South Lake Tahoe via the east side of the Lake. A fabulous day of riding and the weather was more than comfortable unlike yesterday.

Lake Tahoe Summer Cruise - Day 4

By Craig Shelby

We were hoping for another day of good weather for today's ride to Virginia City, but no such luck.



road conditions. We took the first available parking along Main Street as we rolled into town, but a couple of block from prime downtown so we had to walk the rest of the way. I thought that lunch would be available at the Bucket Blood Saloon, but not so. We sought other establishments for some grub and many of us ate at the Palace Saloon.

dealership so he ordered the "Garbage Truck" burger (appropriately named might I add) and he ate the whole thing - no doggie bag or should I say "garbage" bag needed.

After lunch we headed back to the bikes and light rain continued to fall, but not significant enough to delay departing Virginia City for a run down Gieger Grade that lead us to the base of the Mount Rose Hwy which crests at 8,911 feet before descending into Incline Village at the northeast corner of Lake Tahoe. Why ride the shorter way back to the hotel in SLT when we can take the long way around the west side, but wait we get to see Emerald Bay again and that was worth it.

Shortly after departing SLT we ran into very light snow fall as we descended down the sweeping curves of Hwy 50 (fortunately the temperature was above freezing) as we headed into Carson City and a stop at Battle Born Harley-Davidson. Not sure why, but the dealership had one of those "ring-the-bell" sledge-hammer gizmos and our very own Michigan transplant, Wayne Green, rang the bell a couple of times, but no stuffed animal for his efforts.

For those who did not have their rain gear on when we left STL they donned it before we left Battle Born H-D heading to Virginia City. I already had mine on! As we pulled into VC very light snow was falling, but not cold enough to cause any slippery

Wayne worked up quite an appetite ringin' the bell down at the



Lake Tahoe Summer Cruise - Day 5 & 6

By Steve Burke

Having heard the forecasters proclaim snow overnight, I immediately looked out the window when I awoke this morning. To my surprise, the forecasters finally accurately predicted the weather.

plain more, but most of you reading this article had to miss this ride and some of the most beautiful scenery the Sierra Nevada Mountains have to offer. So, what do I have to complain about?



It looked like we received about 3 inches of snow overnight. That's right snow in June. The slopes of Heavenly Ski resort which are visible from our hotel were looking white again. With an 8 am departure today and temperatures in the mid 30's, everyone was bundled up in varying degrees of cold and wet weather gear. Now I don't mind putting on the gear every now and then, but this makes for 4 out of the 5 days we had to layer up and it isn't getting any easier to throw my leg over the seat with all that stuff on, which makes me feel old and consequently grumpy. I would com-

Due to the weather, our planned and more scenic route south on the Hwy 89 was closed, so the route was altered to a more direct route off the mountain on Hwy 207. As we made our way down the mountain, there were times that I jumped out of the staggered position to ride the left tire track as the right side looked a little slick. There were plenty of patches of snow and ice on the right, just off the road, but being a Monday morning with the locals on their way to work, they had pretty much turned the snow into water and we all made it safely down the mountain.

Once in the valley we headed south on the 395. Now anyone who has travelled on the 395 knows that the views of the Eastern Sierra Nevada Mountain range are spectacular along this route and with all the snow we've had, we were going to see plenty of snowcapped mountains today. But beyond the usual scenery, Chris Mosher threw in some surprises for us today and we ventured off the 395 just North of Topaz Lake on Hwy 208. After travelling East on the 208 for about 10 miles, we turned South on Hwy 338 for about 40 miles and found ourselves on the road less travelled. As we got close to Bridgeport, we were following the East Walker River which eventually feeds into the Bridgeport Reservoir. The Walker river was wide here and with no trees along the banks, made it the perfect setting to get your flyrod out and go fishing.

Upon reaching Bridgeport, we turned South again on the 395, still surrounded with beautiful views of the mountains to the East and West. As we approached the Mono Lake valley, we came upon a steep downhill grade, where our ride leader, Carol Appelt made an unplanned stop at a road turnout. This turnout allowed us to take in some of the awesome scenery with Mono Lake in the distance. As I was looking out over the valley, I spotted the stand of trees around the Mobil Mart and my stomach said, "feed me".

(Continued on next page)

Whether it was the view of the Mobil Mart or the strong winds, we did not dilly dally to long and after taking our group photo, we were saddled up and back on the road.

If you have never stopped at the Mobil Mart, aka the Whoa Nellie Deli, you have been missing the best gas station food there is. This Mobil Mart was owned by a gourmet cook for many years and the food here is excellent. It may not be quite as gourmet as it once was before the cook sold the place and opened a restaurant in Mammoth, but the new owner has kept the quality of the food at a high level and it draws a crowd on a busy day. Check it out at <http://www.whoanelliedeli.com/>. In addition to gas and great food, they also have a great selection of patches and pins from the local areas. I noticed many in our group purchasing Tioga Pass patches to make up for the fact they were out of them last year as we passed through here on the way over Tioga Pass to Yosemite on the Mammoth trip. In hind sight, it's a good thing we went to Mammoth last year, since the Tioga Pass Road is still closed due to all the snow this year.

After lunch, we continued South on Hwy 395 and just as I was starting to put my feet up on the highway pegs, brake lights and left turn signals jolted me out of my food coma. Turning left on Hwy 120 we headed towards Nevada again through to the upper Owens Valley. We had travelled through this area last year on the Mammoth trip and once again we found ourselves travelling alone through this beautiful

valley surrounded by mountains. The only exception was some rather large aircraft that we later argued if it was military or the fire service. Regardless it was quite a sight to see such a large aircraft flying that low.

As we continued to travel South, we dropped into the lower Owens Valley, temperatures rose and we made it to our hotel. Today's ride had it all and with temperatures now in the 70's the memory of this morning's cold, wet, and windy weather had faded as Bishop greeted with warm weather, blue skies and cold beer.



Day 6 - We are headed home today and as you all know, that in itself makes it the worst day of any trip. We at least started the day by sharing the memories of a fun night last night. We finally got to have our traditional after ride party by the pool, which did not happen in South Lake Tahoe due to the weather. I use the term "pool" for lack of a better word. It might have been better described by Granny of the Beverly Hillbillies as the "cement pond". However, there was plenty

of seating and most of the group gathered to share the stories of the last few days of riding. We also had fun talking to the many cowboys with whom we were sharing the hotel. They were there to watch or compete in the Rodeo across the street. Being friendly folk some of them joined us and were quite entertaining. I'll bet that they were pleased to find out that the bad ass bikers were closer to being cowboys than gang members.

Today's departure time was 8:00 am and although it was hard to get up after a late night last night, I accepted the fact that an earlier start

might help us miss some rush hour traffic later in the day. Today's ride would consist of 3 - 100 mile legs with 2 stops. Lunch would be fast food at

the second and final stop in Victorville. The weather was warm, sunny and at times a bit windy. We made it to lunch without incident and after we regrouped, said our good-byes, we made it back to the OC by 3 pm.

With all the great riding, beautiful scenery, and time with friends, a little bad weather didn't stand a chance in ruining our trip. I'm sure we all enjoyed being home, but can't wait to head out on another trip as soon as possible.



Director's Message

By Craig Shelby

I just finished writing about day 3 and 4 of the Summer Cruise to Lake Tahoe. And depending on which day of the six, the reference to "summer" may not be appropriate not to mention that summer did not actually begin until June 21. I am quite sure that the ride articles will describe in greater detail the variety of weather during the six-day trip. If for no other reason, the weather gave everyone a reason for a thorough detailed cleaning of the bike. It took me a while and I still did not get all the dirt off.

Oh well a CVO (Craig's Version of Options) half-ass chopper only needs to be so clean.

The last day of the trip was pretty uneventful, but some of us in the back of the pack (not sure how far forward the issue got) experienced a couple of very challenging issues with the traffic on Hwy 395. A pack of bikes does present different issues for cars and trucks, especially on two-lane segments of 395 where there is no passing lane. A couple times an aggressive driver passed

some bikes only to crowd in due to on-coming traffic. In response those bikes passed the aggressive driver only to cut in front him - doing so only exacerbated the issue and seemingly caused the driver to become more and more aggressive toward the pack. From my vantage point we are very lucky that an accident report did not need to be filled out for what had the potential for a serious accident. As Director, I feel the need to point out issues that present safety concerns and respectfully ask that everyone consider the circumstances and



take more conservative approach towards aggressive drivers when encountered. We cannot control the behavior of an aggressive driver, but we can control our own response. Thank you.

Please remember that the first Thursday of July, August and September are the Summer Concert evenings at our sponsoring dealer.

I hope to see many of you there to enjoy the evening and support Orange County Harley-Davidson. Thursday, July 6th will also be the day that the Patriot Flag tour will roll into OCHD. This year the tour route has been reversed so the Simi Valley HOG Chapter will bring the flag to OC. On Friday, July 7, we will take the flag to San Diego. I realize that Friday is a work day and many may not be able to attend, but I hope that we will have a good showing in support of the Patriot Flag tour. After delivering the flag to San Diego we plan on stopping

for lunch on the way home. Also, the July calendar has several other rides; one of which will be a destination ride to downtown LA. What a change from our typical ride, but should be interesting seeing a pack of Harley riding through the city streets of LA.

We take a bit of a hiatus from overnighters until September when we head to Big Bear, a chapter favorite for sure given the attendance over the past years.

Once again this year the ladies will be having another fashion swap evening given the fun the ladies had at last year's swap. I just wonder if the fashion swap is a reason for some wine drinking. Just say'in.



Asst Director's Message

By Mel Fonseca

Being that we are year-round riders, we've encountered our fair share of both hot and cold weather conditions. Riding with full protective gear, or ATGATT (all the gear all the time), is always the best option for safety, I have learned how to keep cool properly while riding in hot weather.

In these high-heat conditions, it is ideal to wear a long-sleeved, tight-fitting exercise shirt made of moisture-wicking material. I know that it seems counter-intuitive to wear long sleeves, but as long as you have air moving over the fabric, it will work great. As sweat evaporates, it takes your body heat with it. Moisture-wicking material draws sweat away from the body to be evaporated through the shirt, aiding the cooling process. Conventional materials can simply trap sweat next to the skin, limiting evaporation. The key to these materials is air flow. If there is no air movement over the material, then the shirt will become oversaturated, and sweat will not evaporate.

When air temperatures are high and the reverse wind chill is in effect, wetting down clothing will increase the amount of moisture near the skin. This moisture is now

available to be evaporated, drawing heat from your body. Although much of the evaporation will be caused by the high air temperature itself, there will be enough water on the skin to reduce the amount you need to sweat.

Some techniques for wetting down include neck bandanas (particularly those with water-absorbing crystals), wetting down a regular cotton t-shirt, or even pouring water directly into your helmet.

Now that we know how much water the body needs while riding in high temperatures, we can deduce that staying hydrated is one of the most important things to do while on the road. The difference between covering up or not is about 20 oz./hour and 40 oz./hour, respectively. Here are some tips to help ensure hydration.

Wear a Camelback: For longer rides, wear a camelback-type water bag on your back. Fill with half ice and half water before the ride, and those cooling sips do add up to make the difference. If you're doing it right, you'll run out of water in the camelback before your next gas stop.

Carry Extra Water: Carry water in your saddlebag on longer days of riding. Be wary of taking in ice-cold water too fast. It may cause an upset stomach. Swish it about your mouth to bring its temperature up a bit before swallowing.

Urine Test: Go for the clear. Dehydration is not something you

can tough out – it will kill you if you don't remedy it. Deep-colored urine and headaches are early signs that you are in need of water. If you stop sweating, heat stroke is not far behind. Drink water often!

Only Water is Water: Caffeine and alcohol are diuretics, which cause you to urinate and lose more water. When it's hot, steer clear of sugary drinks, caffeine, and alcohol. Also, never drink alcohol directly before or during your ride.

Tar Snakes

Tar snakes are a hazard for both motorized and pedaled two-wheeled vehicles and their riders. Many states use a tar-like material to fill in cracks on the roads; these can become quite slippery when it's hot. Avoid them if possible. Treat them the same as railroad tracks by crossing them at 90 degrees and in an upright position. Slow down if your rear tire starts sliding out from under you – stay calm – and the tire will grip again. Don't try to over-correct, keep your line, keep your head up, grip lightly, and keep your body steady for when the gripping action returns.

If there's a large patch of tar snakes and there is no way to avoid them all, I will sometimes pull in the clutch and treat the obstacle as I would a large patch of ice, coast through it, and after ensuring that the rear wheel is clear, re-engage the engine. This helps to keep from slipping.

Ride safe.



Secretary's Report

By June Russell

Welcome

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

Introduce Current Officers – Craig Shelby

Craig introduced the chapter's current officers.

New Members Introductions — Mel

Mel announced the current active member count at 323; 9 of which are new members this month, (see page 15 for photos taken by Carol Appelt).

Announcements/Reminders/Updates – Craig Shelby

Craig gave an update on Lee Slajer and let everyone know he is back home. Also announced that a meal train that had been set up on Lee and Linda's behalf. Craig thanked those who purchased dinner helping the chapter reach our needed 50 dinners to help cover the venue. Also thanked those who purchased raffle tickets and thanked Annette Monroe and Linda Mosher for selling tickets. Sam has shirts/name patches/etc, and if you pre-paid for one please see Sam and pick up. Elizabeth was here sewing on patches. Patriot's Flag

Tour will be on Thursday July 6, and we will be receiving Flag from Simi Valley HD. Friday, July 7, flag will be delivered to San Diego Harley (Mel is handling the details on this event). September 2017 will be the 30th anniversary of the Chapter, and there will be a sign-up sheet for patches at our next meeting. (Orders will be pre-paid at \$15 each). IWAR does not have base approval given by USMC and we are still working to finalize details.

Dealer News - Craig Shelby

Remember to tell service writer that you are an OCHOG member to get the reduced labor rate of \$90 (regular rate \$110 less \$20) at the time you drop off your bike (NOT AFTERWARD). If you purchased dinner tonight you received a card that is redeemable for 100 reward points at the dealer. Sign the back and drop off to Deanne at the dealer. Also, please give our dealer the opportunity to work out any and all deals if you are considering purchasing a new bike. The dealer is now offering a WARRANTY FOR LIFE. Please see Craig if you have any questions. Craig has spoken with Ray about the dealer promoting the Chapter. Lastly, the dealer is having a Summer Concert Series with some great music, food and lots of fun.

Recognition for HOG Log Ride Article Contributors – Craig Shelby

Craig recognized the following individuals for their articles in the May HOG Log: Mike Norton for Borrego

Springs. Contributors receive 10 raffle tickets for their HOG Log article contributions.

Activities Presentation — Chris Mosher

Chris recapped May rides, which included Borrego Springs and the Ladies of Harley Poker Run. Also reviewed the ride calendar for June, July and August. Which includes the Full Moon Dinner Rides in June, and the much anticipated Summer Cruise to Lake Tahoe, June 8th - 13th. 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 – Kristen Guzman

Break

Cake to celebrate the May birthdays.

LOH RAFFLE – Linda Mosher Closing Remarks/Adjourn – Craig Shelby

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

New Members



Gary Bergo



May Ellen & Heinz
Hoffman



Scott Hukill



Bill Ross

June Birthdays

Robert Acosta
Nancy Baccaro
Denise Brennan-
Chiotakis
Ruth Burke
Kalei Campbell
Diane Cascarelli
Janice Cummins
Jeff Dedrick
Craig Deiter

Kenneth Futch
Robert Gifford
Wayne Green
Joan Kennah
Sean King
Eddy Kohlenberger
Joe Matlock
Charles Meyers
Jim Miller

Anette Monroe
Pete Nickerson
Juve Reyes
William Soto
Donald Stripp
Elizabeth Wahlberg
Paula Wheeler
Hub Wood

Odds and Ends

Your
message
here!

Contact editor@
ochog.org

Big thank you
to our raffle
helpers!

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 Service Ads

#1 Traveling Notary Public

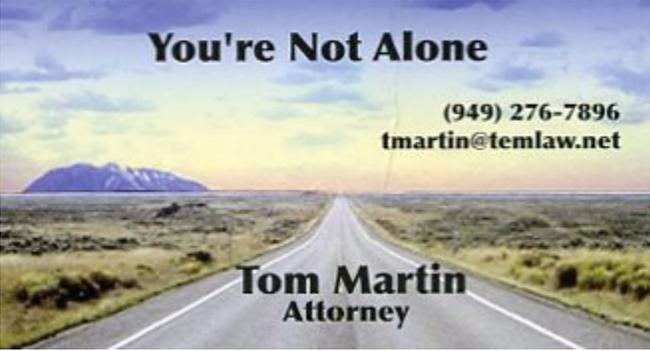


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Want to promote your business with members of our chapter?
Contact Sam, treasurer@ochog.org

Member Items for Sale

If you have items you would like to offer for sale to other chapter members, please email JD at editor@ochog.org. It's FREE!

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



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8671 Research Dr.
Irvine, CA 92618

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Fax: (949) 655-0030

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Sat: 9:00AM - 6:00PM | Sun: 10:00AM - 5:00PM

Service Hours:

Sun - Mon: Gone Riding | Tue-Sat: 9:00AM - 5:00PM*
* Open until 6PM for drop-off or pick-up

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.

June 2017

<u>Diamond</u>	<u>Date</u>	<u>Day(s)</u>	<u>Code</u>	<u>Ride / Event Information</u>
◆	Jun 24	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.

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	<i>OPEN WEEKEND</i>
N / A	July 06	Thursday	C	<i>Patriot Flag Arrival</i> OCHD Dealer for an approximate 11 a.m. flag arrival
N / A	July 07	Friday	C	<i>Patriot Flag escort to San Diego Departs 9:30 a.m.</i> Meet at OCHD Dealer at 9:00 a.m. for a 9:30 a.m. departure. Will include an optional lunch stop on the return trip
◆◆◆	July 08	Saturday	C	<i>Lake Arrowhead Departs 8:30 a.m.</i> From Jerome's. 180 miles.
◆	July 12	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.
◆◆◆	July 15	Saturday	C	<i>Julian (L.O.H. Lead). Departs 8:00 a.m.</i> From Jerome's. 250 miles
◆◆	July 23	Sunday	C	<i>Downtown LA (Trejo's Tacos). Departs 8:30 a.m.</i> From Sand Canyon. 150 mile destination ride
N / A	July 27	Thursday	O	<i>Orange Coast H.O.G. Chapter Meeting</i> 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	<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.

August 2017

<u>Diamond</u>	<u>Date</u>	<u>Day(s)</u>	<u>Code</u>	<u>Ride / Event Information</u>
◆◆◆	Aug 5	Saturday	C	<i>Mt. Baldy (Lunch Ride). <u>Departs 8:30 a.m.</u></i> From Jerome's. 250 miles
◆	Aug 9	Wednesday	C	<i>Full Moon Dinner Ride</i> Meet at OCHD Dealer at 6:00 p.m. <i><u>Departs at 6:30 p.m.</u></i> For a short ride to an undisclosed restaurant location.
◆◆◆	Aug 12	Saturday	C	<i>San Diego (Phil's BBQ). <u>Departs 8:30 a.m.</u></i> From Camino Real Playhouse. 200 miles
N / A	Aug 19 - 20	Sat - Sun	I	<i>OPEN WEEKEND</i>
N / A	Aug 24	Thursday	O	<i>Orange Coast H.O.G. Chapter Meeting</i> Back Bay Conference Center, 3415 Michelson Drive. 2 nd floor, Irvine. <i><u>Dinner at 6:00 p.m.</u></i> <i><u>Meeting at 7:00 p.m.</u></i>
◆	Aug 26	Saturday	C	<i>New Member Ride</i> Meet at OCHD Dealer. (New Member orientation at 8:15 a.m.) <i><u>Departs at 9:15 a.m.</u></i> for a short ride returning to the Dealer for hot dogs and sodas. Old Timers are welcome. 60 miles.

September 2017

<u>Diamond</u>	<u>Date</u>	<u>Day(s)</u>	<u>Code</u>	<u>Ride / Event Information</u>
◆◆	Sept 02	Saturday	C	<i>Temecula - DESTINATION RIDE <u>Departs 8:00 a.m.</u></i> From Camino Real Playhouse. 200 miles
◆◆◆	Sept 9-10	Sat - Sun	M	<i>Big Bear - Overnighter</i> TWO DAY - RAIN OR SHINE. <i><u>Departs 8:00 a.m.</u></i> From Jerome's 350 miles
◆◆◆	Sept 17	Sunday	C	<i>Idyllwild <u>Departs 8:30 a.m.</u></i> From Camino Real Playhouse. 200 miles
N / A	Sept 23-24	Sat - Sun	I	<i>OPEN WEEKEND</i>
N / A	Sept 28	Thursday	O	<i>Orange Coast H.O.G. Chapter Meeting</i> Back Bay Conference Center, 3415 Michelson Drive. 2 nd floor, Irvine. <i><u>Dinner at 6:00 p.m.</u></i> <i><u>Meeting at 7:00 p.m.</u></i>
◆	Sept 30	Saturday	C	<i>New Member Ride</i> Meet at OCHD Dealer. (New Member orientation at 8:15 a.m.) <i><u>Departs at 9:15 a.m.</u></i> 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