



HOG LOG

SUMMER 2021

Orange Coast

Shows its Patriotism in

2021

In this edition:

IWAR

Big Bear Rally

Upcoming Rides

Why we Ride: Freedom

Sturgis

The Road Warrior

**Spotlight: 4th of July Parade
& More...**

HOG LEG

Orange Coast Chapter - 5095



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Message from our Sponsoring Dealer Orange County Harley-Davidson

Hello HOG members!

This has been a big year and we are very excited to have you all as part of the growing Wise Riders team! Some big changes have already happened at the dealership, and more are coming. We hope you all have seen the excitement and energy that we are bringing to Orange County Harley-Davidson. We have been very impressed by the Orange Coast Chapter, how much you ride and your involvement and support of dealership events. We are very thankful for your support.

We are looking forward to launching 2022 with some exciting events that I think all of us will really enjoy.

We look forward to getting to know all of you and to having a fun filled 2022.

All the best,

Alie

Marketing Director

Orange County Harley Davidson





Editor's Note
By Jan Pappas

In each edition of the HOG LOG, we like to take a walk down "Memory Lane" so to speak, and look back at all the fun activities we participated in, since our last issue. We also look ahead to more awesome rides and trips we have planned. So if you are new to our chapter, or if you missed any of these great events, or even if you participated in them, you can see in living color, how much fun we have as a group!

If you are new to OCHOG, you will see that we have a very active chapter, and all the officers work tirelessly to plan spectacular events for us to participate in, whether it's a mid-week dinner ride or a long multi-day trip. We have a variety of day-rides, trips, and meet-ups available each month; choose one or all, there's something for everyone! If it is your desire to meet and ride with like-minded people who share your love of riding the open roads on Harleys, then you will love everything about our chapter!

This edition of the Hog Log has a patriotic theme, highlighting our participation in a 4th of July parade, and several other fundraising ride events for our troops including our BIG annual IWAR ride/fundraiser for Warrior Foundation/Freedom Station. This ride is near and dear to our hearts, as we love to support our military. You'll also read about some of the fun rides we've done as a group, or others have taken individually, for inspiration.

We really hope you enjoy this quarter's HOG LOG! And we hope you'll feel encouraged to join us on a ride or over-nighter. You won't find a friendlier, more patriotic, more fun group around! A special thanks to everyone who participated in the rides and made them enjoyable! And thanks to those who wrote articles and shared their rides with us! Here's to more fun down the road!

-Jan



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Member of The Quarter - Michelle de la Cruz

by Pam Gibbons



Just call her “Old Lady Winchester”. This lady is all that and more! Allow me to introduce Michelle de la Cruz. You may have seen her, or even think you know her, but think again, my friends, think again! Michelle is a relative newbie to the motorcycle crowd, but you would never know it! She joined the Chapter in 2017, after she bought her first bike, a Sportster 1200 XLC, based on the recommendation of a few American Legion Riders that told her about the long rides and fun trips the OCHOG’s are known for. No doubt this was exactly what she was looking for, because in 2018 she did “Run for the Wall” (on the Sportster!) earning her the road name “Full Throttle” because she couldn’t catch up on the freeway, she said she had it at full throttle! I am pretty sure this cross-country adventure was her motivation to jump onto her shiny new (and much faster) 2018 Road King Special.



Back before the motorcycle became a big part of her life, Michelle was a regular kid growing up in Tustin, California. She went to Foothill High School, and then on to the University of Arizona, majoring in Archeology. Archeology is somewhat of the family business. Her older sister was a professor of Archeology, and at 12 years her senior, somewhat of a mother figure to a young Michelle.

Wanting to strike out on her own, after college Michelle joined the Marine Corps. As an open contract enlistment, she was assigned to the computer field, based on her test scores. The Military was the perfect opportunity for Michelle to do something that was hers and hers alone. During her service she learned to scuba dive and spent most of the two years she was in Okinawa in the water. She also met a lot of great people, including her former husband and father of her now 31-year-old daughter. Her initial enlistment was for four years but she opted to extend for a year so she and her then husband could be together when her daughter was born. Her daughter is going to make her a grandma in April!



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In 2014, Michelle lost her parents and inherited the family home. She is retired now, except for taking care of the family home and volunteering with nearly ten different organizations, almost all of them supporting our veterans in one way or another. Warrior Foundation is one of those organizations. When she first joined the chapter, she just participated in the IWAR ride, but in 2018, she took over the volunteers and made it her pet project, supporting the Warrior foundation directly and through the IWAR ride (you can read all about it in this issue).

Michelle does have other interests. She has been a docent at the Great Park, and volunteered at the petting zoo in Irvine Regional Park. And she still has time for scuba diving (with sharks is the most recent adventure), crafting (cross stitch, crochet, quilting, sewing), hiking, and she recently added horseback riding, for a trip she and her daughter took to Yellowstone this past August. And she flies planes!



There you have it folks. I hope you have enjoyed this little peek into this very special “Old Lady Winchester, Michelle De La Cruz, a woman of independence, drive and courage!

If you are interested in volunteering here is a list of the organizations Michelle supports. She asked me to point out that you don't need to be retired or even have a lot of time. Many of these organizations have volunteer opportunities that can be done from home and/or require a minimal time commitment. They all need people, and they all support really great causes.

- ◆ **Volunteer Outreach for Orange Coast HOG**
- ◆ **Nation of Patriots Tour** <https://www.nationofpatriots.com>
- ◆ **Warrior Foundation Freedom Station Volunteer** (WarriorFoundation.org)
- ◆ **Helping Hands World Wide** <https://www.thehelpinghandworldwide.org>
- ◆ **American Legion Riders - Orange Chapter 132** - <https://chapter132riders.com>
- ◆ **American Legion - Col Bill Barber Post 838** (<http://www.legion838.org/>, calegion.org and legion.org).
- ◆ **Orange County Voiture 527 of the Forty & Eight** (honor society of veteran volunteers)
- ◆ www.cafortyandeight.org and fortyandeight.org
- ◆ **Daughters of the American Revolution Katuktu Chapter** in Tustin.
- ◆ **Patriots & Paws** <https://www.patriotsandpaws.org>





Director's Cut

Welcome to our H.O.G. family

By Chris (Mo) Mosher



Welcome!

That one word speaks volumes about our chapter and what it means to be part of the Harley Owners Group (HOG) family. There is something special about getting on two wheels, feeling the wind and sun on your face and riding to explore this great country of ours. Riding is a passion that embodies who we are and is the common bond for all who take that step to climb on a bike. Sharing that passion and sharing the experiences we face on the open road is what being a member of a HOG chapter is all about, and it doesn't matter if you just purchased your first bike last week or have ridden for the last fifty years, all are welcome to join in and be a part of our family.

Our Orange Coast chapter is only one of over six hundred Harley Owners Group chapters around the country. Like any large organization each chapter has its own personality and way of doing things. If you live in an area with many chapters I highly recommend getting out and visiting each of them. Being a member of HOG means you are part of a large and diverse organization and it is important to find the right fit for you.

When you arrive at an Orange Coast event for the first time, it may seem a bit overwhelming. Our chapter is big and diverse with many riders who have built friendships over years. The atmosphere is often like a reunion, with groups circling around and catching up on life's happenings since the last ride. When I first joined the chapter, I was struck by the fact that these groups are not closed. I could, and you can too, walk up to any of these groups of friends and feel welcome. Love of riding, and bikes, are two of the best ice breakers for any conversation, and I think you will find that it isn't long before you feel right at home.

Our chapter loves to ride. Long rides, short rides, just about any time spent on a bike is time well spent. Take a few minutes and look over our calendar. There is something for everyone in our chapter events and we hope that you are able to take advantage and find those activities that fit your own riding style.

2021 has been a fantastic year, with trips and activities that will provide a lifetime of memories. I hope you come and join in because this year will be a ride to remember!

Ride safe,

-Mo

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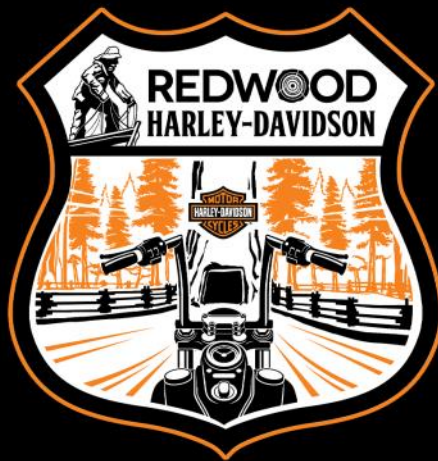
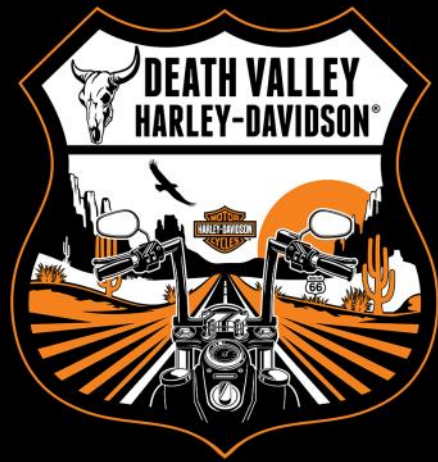
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Assistant Director

By Sam Proko



Cleaning and Inspecting Your Motorcycle

There are two types of riders: those who enjoy cleaning their bikes and those who see it as a chore. Regardless of where you stand, I think we all find ourselves cleaning our bikes. By keeping our bikes clean, not only will they last longer, they will run better. I think I fall somewhere between the two types of riders. I don't really want to spend the time cleaning my bike, but once I start in, I kind of get into a Zen state and enjoy the process. For those of you who know me, you know I have a lot of chrome on my bike. So, I spend a bit of time keeping it clean.

When you scrub dirt and grit out of the hand levers and brake discs, you can improve their performance and extend their life. Besides, you don't want rust forming, or even worse, having chrome pit due to our close proximity to the ocean. But, more importantly, pressure washing your motorcycle and wiping it down every so often offers you an opportunity to perform a T-CLOCS inspection. The Motorcycle Safety Foundation uses the acronym, **T-CLOCS**, to guide riders through a proper pre-ride inspection of their bike. It's one of the most important things you can do to reduce risk while riding and it's worthwhile to make it part of your routine during the cleaning process. Safety-conscious bikers who want to ride as much as possible will pick a time to periodically give their bike a once over. The more regular you are about checking your bike for defects, the greater chances you have to make repairs on the fly so you can stay on the road and log those HOG miles. The last thing you want is to be out on a day ride, or even worse an overnighter, far from home, and find yourselves out of commission.

The following are the basics of a **T-CLOCS** Inspection:

Tires & Wheels: tread depth, wear, embedded objects, brake condition, loose spokes, etc.

Controls: Handlebar, levers, pedals, cables, hoses, throttle, etc.

Lights & Electrics: Battery, headlamp, brake/tail, lamp, turn signals, lenses, wiring, etc.

Oil & Other Fluids: Levels, leaks, faulty seals, etc.

Chassis Frame, suspension, belt, etc.

Stand Cracks, bends, spring tension

When you're riding your bike, your eyes are on the road and your mind is free. Unless something is obviously amiss, you're not thinking about the machinery of your bike. Washing it is a chance to inspect parts you might not otherwise easily see. Is anything loose, like a shift level or footpeg? When you're cleaning your chrome, do you notice any damage to the heat shield? Washing your tires and wheels is a great time to detect a loose spoke, excessive tire wear, or a missing valve cap. Recently, I noted that one of my spokes was pulling itself through the rim and had to have the rim replaced. I don't want to think what could have happened if I would not have caught that in time. The folks at the Motorcycle Foundation have truly done us a service with the T-CLOCS guide. It's easy to remember and it's simple to work into your routine. It only takes a few minutes and it will prolong the life of your bike, help to protect you, and keep you on the road. By following the T-CLOCS list, the bottom line is: if you see or touch it while you're washing it, inspect it. I can't tell you how many times this has saved me from the potential of sitting on the side of the road, waving at my fellow OCHOG riders as you all ride off to a great destination!

-Sam

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New Member's Welcome

By Jan Pappas

If you are new to our chapter, we strongly suggest you start out by attending the New Member Ride. They always take place on the last Saturday of the month, every month. Our monthly chapter meetings are held the last Thursday of each month, and the New Member Ride is always the following Saturday. Of course attending the monthly chapter meetings are recommended as well, since this is where you will get vital information about our chapter, what is currently happening and what is coming down the pike. You will also become familiar with the officers, meet other members, and get the latest calendars detailing upcoming rides and trips.

But back to the New Member Ride, this will be your real introduction to Orange Coast HOG. As you will see, many of our rides have different



starting meeting places (listed on the calendar in the ride description), but this ride ALWAYS begins and ends at the Orange County Harley Dealership. If it's your first time, you will need to attend the safety review and orientation meeting at 8:15. Just show up at the dealership and go inside where you will be directed to the meeting area. The officers and road captains will go over ride instructions and safety protocols so you will be well-versed in "how we ride" as a chapter. Many riders are used to just riding alone, so riding with a group is quite different. We ride in a staggered formation, with the road captains riding in front, middle and in the back of the group. This way if the group breaks up for some reason, like getting stopped at a red light, a mid or sweep road captain will come up and lead the group until we are all back together again.



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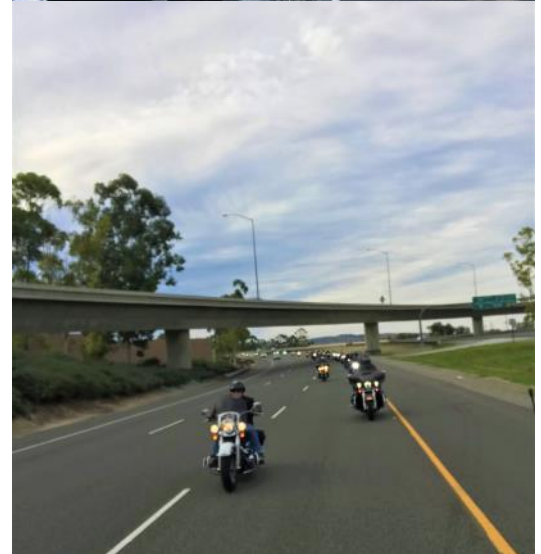
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The New Member Ride is about a two hour tour around south OC, from the dealership, to the beach, turning inland to the canyon, then back to the dealer. On this ride you will experience a little bit of every type of road and so it is important you ride with others in mind. Another important thing to keep in mind, is to pay attention to the person/bike you are behind, and next to, and stay in that position for the entire ride, it just helps minimize confusion. For example, if we stop at a gas stop, try to file back into the same spot you were in before we stopped. I remember the first long ride we went on, we didn't know this protocol, and we didn't really know anyone, so we just went into any open spot. This threw a lot of people off, especially those who are ocd about that rule. But now I get it. You get used to a position, and riding in a pocket, so to speak, and when that changes, it throws you off your game. Now we know not to do that, (so there's a tip for you!) There are also hand signals and other tips you will learn on this ride, which help us ride cohesively as a group.

Once you are well acquainted with the rules of riding, you will be better prepared to ride with the chapter. One of our members was given a bit of advice about the New Member Ride; she was new to riding and was told, "it is not a new rider ride, it's a new member ride", and she was advised to get used to riding all different streets, roads and freeways, BEFORE joining the new member ride. I think that's pretty wise, since riding with a group is a little more technical, and there's other people's safety to consider.

You will love riding with our chapter! Whether we ride around town, or across state lines, the ride is so much more enjoyable when everyone rides as one. Our director always says, "ride your ride" and you can definitely find your pocket within the group. Above all, be safe and have fun!



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Spotlight: 4th of July Parade

By Jan Pappas

America- Land of the Free, Home of the Brave.

How fortunate are we to live in America? We love our liberty, we cherish our freedoms, we respect our flag, and we honor the men and women who have fought for our country's independence and have kept us free and safe throughout our nation's history. We commemorate our country's independence every year on July 4th with barbecues, family gatherings, parades and fireworks. It is a national holiday and one that every American celebrates in some way.



Nothing is more American than apple pie. I don't know why, but it is, and there's no better place to buy a delicious, homemade apple pie than the little town of Julian, California. They have the perfect climate to grow many varieties of apples, which is why their pies are so wonderful! So, every year on the 4th of July, our HOG chapter has had a tradition of taking a quick, early morning ride out to Julian to grab an apple pie and make it back in time for barbecues and fireworks. It is a quick but beautiful ride through the backroads of San Diego county and Julian is a cute little country town that looks like a throwback of bygone days. It is also an area well-known for its apple orchards.

But Julian is not just about apple pie, it is also a very tight-knit little community which has an annual tradition of celebrating the 4th of July with a very patriotic parade that marches down the main street. And this year our chapter was asked to participate in it. So, we agreed to add the parade to our annual ride! We met early, as usual, rode the usual route out to Julian, but there was one difference, we packed our bikes with patriotic decorations, from flags to stickers to sparklers. We were ready to participate in the 4th of July parade!



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Our chapter is an extremely patriotic group. We have a lot of ex-military men and women, and also others that just love America and support the military. So taking part in this parade was something we not only wanted to do, we were honored to be asked. We were around 30 bikes strong and we lined up in about 8 lines, 4 across. We were a sight to see! Even though the parade lasted a grand total of about 10 minutes as we slowly coasted the few blocks down the main street, we all felt a sense of pride as the whole town of Julian lined the street to cheer us on! It was really fun and we all said that being in the parade was something we would love to do every year! It gave you that true sense of feeling “proud to be an American”.

After the parade, we saddled up to ride home, but of course we didn't forget our pies! We rode the beautiful coast route home and I couldn't help thinking about the song “America, the Beautiful”. We really do live in a beautiful country, a land with a rich heritage of freedom and opportunity for all. I know that our chapter really loves America and I am proud to ride alongside such proud and patriotic people. Taking part in the

Julian parade may have been a small thing to some, but to us, it represented who we are as a chapter, a group that values our freedom, respects our flag, and honors the military.

All in all, it was a great day, and we were home before 3pm, just in time for our backyard BBQs and of course the fireworks shows! I think this might be our new annual tradition— a peaceful ride, some fresh apple pie and an enthusiastic parade! What better way to celebrate our Independence Day?



Why We Ride: #Freedom

By Chris Mosher



It was 20 years ago and I remember September 11th like it was yesterday. I was on my way to meet my brother, before work, to pick up some tickets for an upcoming Chargers game. I turned on the radio and heard the breaking news of the first plane crashing into the towers. At the coffee shop we stood around the car, with the radio turned up, and listened in shock as they detailed the unfolding events.

Later at work the sea of cubicles were empty, everyone was in the lunch room watching a big screen T.V. that had been moved in, setup and turned to CNN. Little work was done that day and together we all watched in anger, frustration and horror as the second plane hit and people began jumping out of the burning buildings. The room was dead silent when the

first tower came down and a lady next to me was crying as the second one followed.

At the heart of terrorist attacks are the desire to control society. It was clear that those responsible for 9/11 wanted us to cower in fear, to change our lives and permanently change our country and how we live. In the face of fear American's stood up. Living a normal life became a patriotic response to terror. The week after 9/11 my work asked a group of us if we still felt comfortable flying to a pre-planned meeting. Every single one of us volunteered for the trip. Across the country the same story played out. America would not bow down.

In the years that passed since that day there have been many efforts to memorialize the fallen. Parades, ceremonies and speeches mark the day and many across our nation attend help to remember. Orange Coast makes quite an impression when we roll down the road. Nothing speaks to the spirit of America and the culture or Americana than a large group of Harley's rolling down the road with flags flying high and there was no question that Orange Coast would mark the day.

September 11th is a day to remember the fallen, but also to remember our response and how we as a nation stood up, took pride in our nation and wouldn't bow down. Remembering the spirit of the day Orange Coast loaded up our bikes, flew our flags and rode to the top of the nearby mountains. We weren't the only ones who had this idea as on the way up we passed a Jeep club with about 30 jeeps decorated with flags and red, white and blue. Our two groups honked and saluted each other as we passed by. At the top, looking over the beautiful valley and seeing the American flag waving in the breeze I remembered that sad day twenty years ago. It wasn't just sadness that filled my heart at that moment but also pride. Pride for my country, my flag and my fellow americans who refused to bow down and surrender. Surrounded by my fellow chapter members I gave thanks to all those who love the freedom that we all treasure and for all those who chose to spend the day demonstrating the spirit that makes us Americans.

God Bless the United States of America

Full Moon Dinner Rides

By Mike Gordon

Ya Gotta Eat!!!!

I'm not going to lie. The first couple of full moon dinners I did with the chapter weren't that high on my list of favorite rides. One, I was new and didn't know too many people, and two, the rides were lame. My main issues with these rides were that we ride plus or minus 10 miles, and the pack is constantly getting broken up at lights. I'm a fan of the long, twisty, two-lane backroads. These short, around town rides just didn't cut it for me.

When the idea came up to make the dinners a fundraiser for Warrior Foundation Freedom Station, the full moon dinner rides took on a whole new meaning. Many of our chapter members are veterans and for that, they have my utmost gratitude and respect. If I could change one thing in my life, I would have served in the military after high school, but in my family, college is what was expected after high school. As we all know, you can't go back in time and change your decisions, and you can't change the things you did in college. Sorry mom.....

I get a sense of pride knowing I am doing something to help warriors have a better life, as do many of the members of our chapter, which is why we try to give back in many different ways.

This season I shared the opportunity to give to the Freedom Station with two friends of mine that own local restaurants. They were more than happy to host a bunch of bikers coming into their establishments as their guests. One even blocked off half his little parking lot so we could all pull in together. They shared the passion and pride I feel to be able to give, and possibly they might have even gained a new customer.

I highly encourage any members to share the opportunity to share in these fundraisers with the local mom & pop places you frequent. All they have to do is be willing to allow 25 or so bikers to come to their restaurant and order food, and give a portion of their sales to Freedom Station. You never know unless you ask. They might be more than willing to participate in this way, especially if they are patriotic like us, they will probably be grateful for the opportunity to be a part of it. Unless it's a buffet. Then we will probably blow their profit margin. Although the dollar or two the foundation gets from the cheeseburger and beers I will probably order is a mere drop in the bucket, it all adds up when more of us take the time to just jump on our bikes and take that lame ride with friends to grab some dinner.

Remember, if everyone gets home safe, even a lame ride is a successful ride. And if we raise money for IWAR, then a lame ride is a great ride! There really are no lame rides. But some are a lot better than others, so why not participate??? The more that show up, the larger the impact we can make together. It can possibly send one more warrior home to be with their family at Christmas, with a free plane ticket back home, and that means something. Something BIG!!!!!!! So come on out and take that successful ride and help make a difference. Ya gotta eat!

Mike G



Ride Safe

By Tom Martin

THERE'S NO DOUBT ABOUT IT

Tom Martin

Orange Coast HOG Safety Officer

Hello my fellow HOGsters. Let me first say how humbled I am to have been selected as the Orange Coast HOG Safety Officer AND Assistant Head Road Captain. Thank you. I hope to help us all keep time with changing laws and riding methods to keep us safe and legal on our group/solo riding adventures. Please let me know if you have a procedure/event that you wish for me to look into. I am here.

Why is ethanol a safety issue? Because the government has legislated that ethanol must be included in the gas mixture that we get at the pump to fuel our bikes (and other vehicles). According to the authorities, adding ethanol to pump gas reduces exhaust gases that eat at the ozone layer, and thus causes the destruction of our breathing environment, and allows harmful rays from the sun to enter our atmosphere. But road time shows that ethanol eats at your rubber fuel delivery lines on your motor (I experienced it on my boat too). Rotted fuel lines equals fuel spills, lost mileage and tow truck time. And gas leaks on the lava hot piston cylinders of a motorcycle equals fire. Between your legs. At speed. That is why it is a safety concern.

This is not a political agenda. Practical is practical.

The body that issued the mandates for ethanol is the Environmental Protection Agency (EPA). Last year the EPA missed its deadline to publish the required fuel additives (including ethanol percentage) for 2021 fuels. So we are on our own to search for fuel that is compatible with our vehicles. Research shows that 15% ethanol and above is the most corrosive to fuel delivery lines. And not all jurisdictions and fuel manufacturers are uniform on what percentage of the additive is coming out of that nozzle and into your fuel tank.

The Federal Trade Commission used to require that gas pumps be labelled to state 1) that the fuel contains ethanol, 2) in what percentage, 3) what vehicles the fuel was safe for, and 4) a list of what types of vehicles should not use it. But as of January, 2021 the EPA proposed that the pump labels be revised to remove the ethanol percentage information and revised the wording of which vehicles should and should not use ethanol. (Source: various 2021 issues of the AMA Journal)

I will be following this. Stay safe out there.



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HIGHLIGHT: IWAR

By Michelle de la Cruz

10th Anniversary IWAR

On October 24, 2021 over two hundred riders joined together for the 10th Anniversary of Injured Warrior Appreciation Ride, aka IWAR. A brief starting ceremony at Orange County Harley Davidson set the pack off south on the 5 Freeway to Mt. Soledad National Veterans Memorial. That gave me time to reflect on why so many had come together that Sunday morning.

For ten years, the Orange Coast Harley Owners Group put this same ride together. Ten years ago, Warrior Foundation was opening the doors on the first Freedom Station to help the ill and injured coming home from Iraq and Afghanistan. Public support was waning after 10 years of war in the Middle East, but support remained for the troops who paid a high price physically and emotionally. Bikers rallied to support our troops. While promoting IWAR, it is amazing how many people have done the ride before. It has become almost legendary. As with most legends, that are a collection of stories and myths, this seems a good year to separate facts from fiction.

For this, I went to the man I replaced promoting IWAR, Bob "Bear" Forfar.

The Birth of IWAR, according to "Bear"-

Kim Kohlenberger, then director of the Orange Coast Hog Chapter (OCHOG,) was looking for an alternate charity to embrace since CHOC (Children's Hospital of Orange County) the Chapter's current charity was building a new wing, and the traditional annual ride on Christmas Eve to deliver toys to the sick children was cancelled for the next several of years. Kim thought there must be a way that (OCHOG) could support some type of charity for the ill or handicapped. She decided that perhaps giving back to the U.S. Military, specifically the injured veterans, might just be the thing. She presented the OCHOG Chapter with this idea, and it was unanimously approved. Since the Marine Base at Camp Pendleton had an on-base Hope & Care Center for injured Marines, it would be an ideal candidate. Thus, the development plan for a "Run" began. The final piece of the puzzle was to find a 501(c)3 charity that would support the concept of the OCHOG's Run. Following many conversations with some of the injured warriors, OCHOG was introduced to the Warrior Foundation Freedom Station's (WF-FS) founder, Mrs. Sandra Lehmkuhler. She explained that the goal of the Foundation was to help the transition of an injured warriors from a military environment to civilian life thru physical and mental rehabilitation. WF-FS gave the warriors the necessities and the tools needed in the civilian environment. That introduction was a perfect fit for OCHOG and WF-FS, and the run titled IWAR (Injured Warrior Appreciation Run) was established. The inaugural Run (2012) was a great success where 350 bikes and 500 participants were able to raise \$18,000.00 for the WF-FS. The Run would be planned to be held on Veterans' Day which gave OCHOG less than 3 months to pull it off. There was setting up the ride program, logistics, and finding sponsors. With all the Chapter volunteers pitching in, the IWAR program was alive.



IWAR CONT.

In 2013, the number of bikes doubled to over 800, riding onto Camp Pendleton Marine Base, and a legend was born. The thrill of a line of bikes stretching out over the terrain is hard to match. Knowing you are riding for a great cause, like Warrior Foundation heightens the exhilaration. This pinnacle year would be the mark every other year would be measured against.

New destinations had to be found over the last ten years, since the Pendleton would no longer allow civilians to ride on the base. One long-time rider said "It just isn't the same," since we can't go on base. Security checks on every rider was too intensive for the chapter to ask of participants, and because we weren't going on base, the number of riders dropped. Other locations were chosen that were significant to the veteran community, like in 2018 when we rode to Hero's Hall in Costa Mesa. Granted it was a short ride from the dealership, but great introduction to everyone that year to the newly opened exhibit of Orange County's military history. In response to those who wanted a longer ride, our destination changed to Irvine Lake after a parade through San Clemente, past a saluting Marine, fire trucks and patriots waving flags as we rode by. A band and lunch met us at the park. Variety has definitely defined our routes and the number of riders has fluctuated with each choice.

Then 2020 happened. The date moved from October, to November and ultimately to December in hopes of getting the needed permits. Sandy Lehmkueller suggested Mt. Soledad National Veterans Memorial, in La Jolla, as our destination, as they were willing to work with us. As with the whole nation, we kept our options open and finally the ride had to be a Chapter ride, with no registration. With only 80 bikes, the line-up could be in the dealer parking lot. Mt. Soledad didn't need to close to the public for us to arrive. Other fundraising options were explored, as big sponsors fell through. Smaller organizations, many veteran related, made their annual donations. Our chapter members that did the Hoka Hey ride, raised over \$12,000.00. Opportunity drawings for some Harley Davidson gift baskets raised another \$5,000.00. Donations came streaming in. The people we reached out to, understand who we are raising this money for. It is all about the ill and injured, that the Warrior Foundation helps. In spite of all the hurdles 2020 placed on us, we still raised \$55,000.00 in in-kind and monetary donations. Not bad for being restricted.

When everyone could gather again, and promotion for IWAR 2021 began, more than once, people asked, "Are they still doing that?" So many things have changed, even the organizing committee, which is mostly newer chapter members, with the exception of myself and Richard Rahe, who has been there from the beginning. Tribal knowledge of how things were done left with the original organizers. We got creative about where we promoted the ride. Jerry and Jody Leon found a Bike Night, where Jerry won the Slow Ride event. Robert Govier and Nick Dietz encouraged American Legion Post 281 to host a very successful fundraiser. They joined in at Ocean Beach Ocktoberfest, along with Richard Rahe, Mark Pappas, Mark Tacea, Jerry and Jody Leon at the Warrior Foundation booth. Thanks to Richard and Mark P. who trailered the 2001 Fat Boy that some lucky winner will have the opportunity to win on November 19th, we sold over \$1,500.00 in tickets. Richard Rahe has been on the IWAR Committee for all ten years, because as he put it, "this is such a great cause." So if someone asks, "Are they still doing that?" we can tell them emphatically "Yes we are!"



HOG LEG

Orange Coast Chapter - 5095

IWAR cont.



Two hundred bikes strong rolling up to the beautiful white cross on the top of Mt. Soledad was so picturesque and fitting. We were greeted by the volunteers from Warrior Foundation. Riders filled the steps below the cross as a color guard presented the flag. Brigadier General Morris shared how important our support is to the morale of the troops. Greg Martin, President of Warrior Foundation, truly appreciates our fundraising efforts that help with all kinds of support for the warriors, even sending many back home for the holidays. Sandy Lehmkuhler, founder of Warrior Foundation, shared how a paralyzed Marine is being given a new light-weight wheelchair. With donations from organizations like ours,

our ill and injured warriors are given the tools and training to live a new, different life. And then Chris "Mo" Mosher presented Sandy and Greg with the check for \$60,000.00 donations raised this year. With the in-kind donations to help make the ride happen, that total is \$75,000 and we are still raising more, until November 19, 2021, when the Harley Fat Boy Motorcycle winner is drawn. This year, the 10th anniversary of IWAR was more successful and raised more money than we even expected, thanks to all the volunteers, participants and generous donors. We hope to continue to support the Warrior Foundation for many years to come. In fact, we are already starting to plan next year's IWAR ride! Come join us as we continue to do what we love AND support the great people who have sacrificed so much to help make this country so great!



Crystal Lake Picnic Ride or Almost Camping

By Robert Govier

Crystal Lake is almost a lake, but I am not sure about that because I did not see any water, so I am taking peoples' word that there is actually a lake there. No offense but some of the info I get can be considered suspect at most. I always have to consider the source. Remember Texas, it was supposed to be nice. Hah, I was fooled and tried to give it back to Mexico, but they didn't want it either. But I digress and will focus in on the Crystal Lake Ride without any further references to Texas.

The ride was scheduled for Saturday morning August 21's with a departure from Jerome's in Anaheim. The day before we had a bit of rain and on Saturday morning when I left from home there was some drizzle, but not enough to stop this gallant knight from mounting his steed and heading off for an adventure. This was no rain, not like what we experienced in Texas. Now the reader may think I have an obsession with Texas, no, it's a love-hate relationship.

Arriving at Jerome's there were a few bikes in the parking lot but not a lot. Maybe 15 riders tops. The riders headed out with a slight change in the route, instead of going up the 57 through Diamond Bar we went down the 91 east to the 71 north because of a traffic jam. We made the first stop, right before heading up the hill towards Mt Baldy. There were still a few low clouds as we rode up the pass to Glendora Ridge Road. The road up to Baldy is a great run and has a few twists and turns, but the real prize is Glendora Ridge Road. Now that is a good ride!

Glendora Ridge Road is a twisty mountain road that in places is very narrow. Riding it takes keeping your eyes open, watching for oncoming traffic, and bicycle riders, as they make their way up the mountain. We were now above the clouds which was really a fantastic view. After several miles of this road we made a right onto San Gabriel River Road, which is another twisting, turning road that keeps you on the ball, looking for rocks and other debris which might be on the road. Of course, I was not with the pack at this point because I had stopped to shoot a few pictures, and as always got trapped behind Irv and Ethel driving 3 ½ miles per hour. Definitely not a spirited ride. I could see the other riders but could never catch them. So, I just enjoyed the ride as best I could. Once I could get past the old jalopy and I mean a real piece of work, not sure how it is able to continue to drive, I made good time on the final climb up to the lake without any water, and was just a few minutes behind.

Now here is where the camping spirit comes in. Mike "Lowkey" Gordon had planned a full-on camping lunch extravaganza for a couple of us, one who will remain anonymous, (Brian "WWW" Weiske) because of his lack of camping enthusiasm. The camping stove came out and the smell of bacon wrapped hotdogs permeated the air along with the aroma of pine, I prefer the bacon myself. While everyone was eating their PB and J's watching us cook this fantastic meal with tater salad and all the "fixins", we encouraged our Membership Officer and Road Captain extraordinaire to give camping a chance showing him the right way to do it. He even got one of the hotdogs along with a couple of others. We finished off the meal with S'mores that were so good. Not sure he earned his camping patch yet but there is still hope in getting that merit badge. We cleaned up the mess and headed to the bikes for the ride home. Of course, I got a quick jump out, to set up for action photos and waited for them to come riding by, but I never saw them again. I want to think I missed the turn but part of me says they ditched me on that hill, not sure yet because no one is talking. This is when I need a Road Captain for sure. It is surprising that I find my way home sometimes, but that too is a different story. "As long as the bike has gas, you can't be lost" that is my motto.

It was plenty hot coming off the mountain with the temperature well into the 100's, but I made it home again. Can't wait for the next ride that's for sure. Please someone assign me a Road Captain to keep me on the right path!

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Member's Corner



We are a family oriented group that believes in riding the bikes in which we have invested so much time, money, and affection.

Our rides include day rides throughout Southern California and overnight trips to Northern and Southern California, Arizona, Utah, and Nevada. If you love riding, love seeing this great country of ours and enjoy the company of other like-minded souls, then come join us.

Where to find us

New Member rides are held on the last Saturday of each month. *Meet at Orange County Harley-Davidson at 8:15 a.m. for a Group Riding Orientation.*

Come visit our sponsoring dealer, Orange County Harley-Davidson, or visit their online calendar for a schedule of events and dates. Chapter Meetings are open to everyone and are held the last Thursday of each month at 7pm at Orange County Harley-Davidson in Irvine.

Ride Calendars are available at the Orange County Harley Davidson Dealer or on our Website www.ochog.org.

Upcoming Events

- **Dec. 4** Pappy and Harriets - Depart TBD Starting Location TBD. Join us in this rare opportunity to visit Yucca Valley and Pioneer town. Take a walk through history in this unique spot which was started by Roy Rogers and Dale Evans and enjoy a great fall ride through the high desert.
- **Dec. 11** Holiday Party - Start 6pm Orange American Legion. Tickets required to be purchased in advance. It's been quite a year so join us to celebrate in OC HOG style .
- **Dec. 18** Winter Solstice Sunrise Ride - Depart 5:50am From Sendero Marketplace. Join an annual OC HOG traditional ride to the Lookout over Elsinore to celebrate the shortest day of the year and watch the sunrise. Afterwards a short ride over to Rainbow Oaks cafe for a fabulous morning breakfast. We will have an optional route after breakfast for those who want a longer ride.
- **Dec 19** Bad to the Bone - Depart TBD Starting Location TBD. Destination ride to a local San Juan Capistrano favorite. The BBQ is great, and the town is scenic and friendly. Take some time after lunch to visit some of the local sights or take a tour of the famous San Juan Capistrano Mission.
- **Dec 25** Open Weekend - Merry Christmas!
- **Jan 1** Open Weekend - Happy New Year!
- **Jan. 9** Flo's Airport Cafe - Depart TBD Starting Location TBD. A long time chapter favorite. Join in for a short ride through Carbon Canyon to a great local diner next to Chino Airport.
- **Jan 22** Borrego Springs - Depart TBD Starting Location TBD. There is nothing like riding in the desert and enjoying the beautiful winter weather. Borrego Springs has several great local eateries and then a beautiful ride home up and over the Montezuma Grade.
- **Jan 27** Orange Coast HOG Chapter Meeting, Social Hour starts at 5:30 pm, Meeting at 6:30 pm at Orange County Harley Davidson, 8677 Dr, Irvine, CA 92618 Come early to meet and socialize with chapter members or join us at 6:30pm for the business portion of the meeting.
- **Jan 29** New Member Ride, New Member Orientation / Safety Review at 8:15 a.m. KSU at 9:15 a.m from OCHD. A short ride around Orange County, ending at OCHD



Focus on: Patriot Flag

by Tom Martin

THE SHOW MUST GO ON

For those of you who are new to the club, or just do not know, every year a HOG chapter in Milwaukee starts an American flag, and accompanying travel log, on a journey around the United States, in honor of US Military veterans. The flag travels from HOG Chapter to HOG Chapter all across the country. Each time that it changes hands, the new flag bearer must swear an oath to keep the flag safe and to make sure that it gets to the next HOG Chapter. The Orange Coast Chapter has been involved in this event for several years now. We were originally scheduled to meet the Mulholland HOG Chapter on September 7 at Sand Canyon, and then ride over to OC H-D for the transfer ceremony.

On Labor Day the 6th, Pam and I had taken her rambunctious puppy down to the Back Bay for some fun in the water. When we got back to Pam's (and got all of the salt and sand out of our hair and clothes), I received a call from an unknown LA phone number. I normally let unknown numbers go to voicemail because if the caller is not in my contacts, it is probably a robocall. But I took the call. It was the secretary from the Mulholland HOG Chapter. They were having trouble rounding up people for the next day's ride down to OC to transfer the Patriot Flag to Orange Coast HOG. In fact, they only had 1 person who could go. Is there any chance that we could change the transfer date or make some other arrangements?

I thought for a minute. I sure did not want to drive/ride all of the way up to Calabasas (via LA) on the last day of the Labor Day weekend, but I said let's do the transfer today. I'll meet you guys half-way. It is early enough now that we should both be able to make the meeting and miss the onslaught of travelers coming home. Great. So we respectively set off for the IKEA in Carson.

In the parking lot of the IKEA, I met with our Mulholland Chapter friends, took the oath as the new Flag bearer, and took possession of the Patriot Flag and the travel book. I got home just in time to see the news coverage of the traffic jams of people returning home from the holiday weekend. I let Mo know that I had the Flag and logbook, and the next day's ceremony was cancelled. I then took a very interesting journey through the logbook enjoying the entries from around the country.

Wednesday morning, September 8, our chapter met at Sand Canyon for the ride to San Diego to formally transfer the Flag to the San Diego HOG Chapter. Retired USMC Michelle de la Cruz had been selected to carry the flag from OC to San Diego. So we called all riders to circle around as I issued the oath to the crisply standing-at-attention Michelle.

Once the flag was stowed we were off. Apparently OC HOG was a little more efficient with our riding as we got to San Diego about 40 minutes early. So we stopped for much needed coffee. Ron Allen and Michelle secured the unfurled flag to her bike and we were off again. We were met by the cheering San Diego HOG chapter as we paraded through the parking lot at San Diego H-D. We entered the showroom and once again gathered around as Michelle gave the oath and flag to "Banana" (also a vet) from the SD HOG Chapter. Some went on a tour of the magnificent SD H-D facility. Then most of us left to head to the El Indio Mexican restaurant downtown. Food and then the ride home. The show indeed went on!



Revisited: Big Bear Rally

By Paula Wheeler

Where everybody knows your name...

...After an epic OCHOG Chapter annual overnighter to Big Bear! (aka Big Bear Rally)

I've been going to this rally since 2005, when I became a member of the chapter! It's our annual reunion of sorts, our picnic/party by the pool (used to be by the jacuzzi until we outgrew it). The Big Bear Rally is where our motorcycle family comes together to share stories, catch up, or get to know each other better. We spend the whole weekend chatting about what's happening in our day-to-day lives, news around the world, births of grandchildren, and most importantly planning the next ride, always! The Big Bear Rally is more than just a weekend getaway, it is where the bonding takes place! It's so great to catch up with everyone, some we see often, and some who have moved away and we only see once a year! Camaraderie is key – which makes us the best HOG group!

This overnighter is different from others because 1. It's local (nestled in the San Bernardino National Forest) and 2. It's over a weekend (end of September). This year was different in that we added an additional day, for those who can take off on a Monday. In the past it had always been a Saturday/Sunday getaway, with just one night spent at the hotel. But the officers felt like we could, and should, extend it, since the weekend seemed to go by too fast! We spent all day Saturday riding up the mountain only to get up Sunday morning and head home. So adding the extra day would give us all day Sunday to have more fun! And there are plenty of options for fun!

On this particular weekend the weather was amazing! So some of our group rented a pontoon boat and took a ride on the lake, which was beautiful! The day was sunny and warm and the perfect way to spend a Sunday morning. Then the group went into the village for lunch and afterwards rode around the lake back to the hotel.

Others went to the infamous Big Bear Oktoberfest, which was in full swing. If you haven't been, local transportation can take you to and fro! Bring your Lederhosen (men's shorts) and Dirndl (women's dresses) along! The Yodeling contest does not disappoint! Even some of our own have been known to set their foot (singing skill) in the contest. Literally - a hoot & a holler!

Everyone looks forward to this getaway! It is the highlight of the year because of its beautiful and easy to get to location and the camaraderie amongst our HOG family. It is such a great over-ighter, and more like a reunion actually! So – I will be seeing you next year!



Life of a Ride Time

By Pam Gibbons

Mission to a Million

Steve lost his best friend Chris Dincuff in the 9/11 attacks. The loss played heavily on his mind and was with him for a while. When he heard about the senseless deaths of two other Jersey boys, State Trooper Marc Castellano, and police officer Christopher Matlosz; Steve declared, "How can I imagine their pain I lost a friend they lost a father, she lost a husband and I just said, enough is enough, here is a cause that needs help, so I choose to serve it, its that simple."

Honorary board member Nicole Morgan lost her brother Detective Michael Morgan on November 7, 2011. Nicole says "They bring you back to a time where you were supported so much"

In 2016 Life of a RideTime was born with a mission of giving \$1 million dollars to families of the fallen. Steve Zengel along with 14 board members focus on hosting charitable motorcycle rides and other events throughout the USA in support of first responders and their families. None of them gets a salary, nobody gets paid, 100% goes right to the cause.

"A police officer dies there is a big fan fare we give them their honors for the first few hours and then weeks later it all falls away and the families are left to try and pick up the pieces and move on and you can't always move on" maintained Rich Zarrillo Retired EMT and Detective, board member and 9/11 survivor.

July 17, 2021, Orange County Harley Davidson together with Los Caidos Cigars and the 888 Cigar bar joined forces to bring Life of a RideTime to Orange County. Steve said "I want to do fun stuff while being aware that we have to honor the fallen its meeting new people having fun helping others and we like to do that through the motorcycle rides" 91 bikes came out for the fun, The ride, raffle, and cigar sales combined to raise more than \$\$\$\$\$.

Steve Zengel, President of Life or a RideTime and CEO of Los Ciados Cigars says, "I want you to remember somebody you loved while having a great time knowing you changed somebodies' life, that's what life of a RideTime is."

You can help support first responders and their families by visiting LifeofaRidetime.org and registering for an event or simply donating.



Summer 2021



Limelight: Sturgis

By Mark Pappas and Richard Rahe

As a Harley owner, how many times have you been asked if you've ever been to Sturgis? After all, owning a Harley and riding to Sturgis are pretty much synonymous. Thanks to my good friend, Richard Rahe, (AKA...Henry), I can proudly say **YES** the next time someone asks me that question.

After many discussions with Richard about Sturgis, I got up the courage to ask him if he would mind if I joined him on his next adventure to Sturgis. I got the feeling he likes to ride it alone, you know, just you and your bike, no one to answer to, stop when and where you want, just you and the open road....Then he surprised me and said "If you really want to go, I would love to have you join me". After hearing that, I was both excited and nervous because I had never ridden that far before. However, I had been on several Long-Range rides with our Chapter this past year that prepared me well for this trip. Our overnighter to Crater Lake this year gave me the experience of riding in the rain. Which came in handy for this Sturgis trip.

Well, have a seat and let me tell you my story of riding to Sturgis for the very first time.

After several meetings, Richard gave me all the logistics of the route we would be taking, the hotels, and the campground we would be staying at. Because he had done this 16 times, I felt very confident in his planning. We shipped our camping gear directly to the Kickstand Campground and it was waiting for us when we arrived. That was a huge benefit for the ride as we didn't have to lug all that with us. Now it was time to roll!

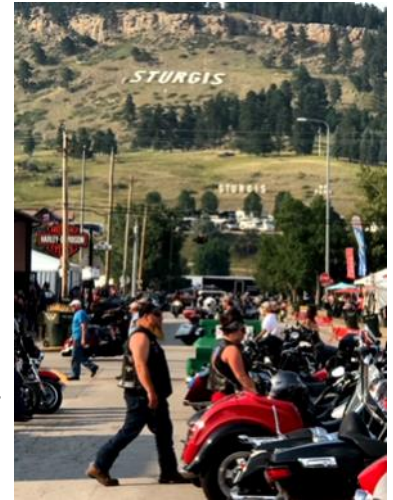
The first day was a straight shot up the 15 to Beaver UT 485 miles. We did ride through triple digit heat on the way. I remember seeing 111-116 degrees when we went through St. George. I was glad I brought my camel pack with liquid IV in it and Gatorade. The swimming pool was a nice treat once we got there. After a nice meal, it was early to bed to get ready for day 2.

Day two turned out a little different than we expected. From Beaver to Loveland CO was supposed to be 573 miles straight across Hwy 70 in 8 ½ hours not counting stops, but due to a road closure, it was 650 miles and 16 hours to get to our next hotel. As we were riding along the 70 we started seeing signs that the highway was closed at Rifle just passed Grand Junction. We decided to stop at the Harley dealer in Grand Junction and ask for directions. The sales girl showed us the map and the detour we were about to be **forced to take**. She told us that she had just ridden it the other day. She said how beautiful the ride is and that she did hit a little rain coming through Estes State Park. But, she insisted it was the straightest route to Loveland CO. We asked her how long it took her, and this is when I checked out, she said she left at 8:30am and arrived at Grand Junction at 3:30. Whaaat? There is no way it should take us 7 more hours to get to our destination. Unfortunately, she was spot on.



Summer 2021

I will say this was the most beautiful detour I have ever been on. This part of CO was absolutely stunning. By the time we got to the entrance of Estes State Park, the sun was setting and it began to rain. We pulled over to put on our rain gear next to a farm. Then, while standing on the side of the road, we see a huge bolt of lightning and heard the crack of thunder in the distance and we decided it was time to leave. As we made our way through Estes Park, the sky turned black and the rain, lightning and thunder persisted the entire ride. It felt like we were never going to get down that mountain. We climbed over 11,000 feet. We finally arrived at the hotel at 11:30. We missed dinner and just called it a night. It felt good to be safe in the hotel bed that night.



Day three was much easier and the most exciting because I was finally going to see Sturgis. We only had to ride 352 miles to our destination. We rode straight up through Wyoming and then we made our way through Deadwood, SD. This was my first glimpse of what Sturgis might look like. There was a lot of bikes and some really cool looking bars. We rode through and got to our camp site around 2:00. All our camping gear was there waiting for us at the campground, which was only about 4 miles away from downtown Sturgis.

Here were the highlights for me:

- I really liked the **campground**. The onsite restaurant, bar and live music every day and night was a nice added benefit. Along with the hot showers.
- We visited the Black Hills Harley Dealer and that was the most bikes I have ever seen. Tons of venders and the dealership is huge.
- The ride to **Mount Rushmore** was awesome. It's only 51 miles from Sturgis. The bike traffic was light. The sun was shining and seeing the Monument for the first time as we came around the mountain was stunning. We pulled over and took a picture then made our way into the park. Easy in and easy out.
- We took the free bus ride one night to go to down town Sturgis and it was not as crazy as I thought it might be. It was cool sitting upstairs at the bar looking down on the main street seeing all the bikes and people go by, as we sipped our Old No. 7 Jack.
- Richard suggested we go to **Spear Fish Canyon Lodge** along the Spear Fish Canyon Hwy. It was a really cool ride with long sweeping turns along a beautiful river. When we got to the lodge they had a food truck and live music. Richard and his Iowa buddies have a tradition of doing this ride every year and having a Bloody Mary at the Lodge. I opted for a beer.
- The last thing we did was ride out to see the **Full Throttle Saloon** and visit **Buffalo Chip**. We did have to ride through downtown that day. It was pretty packed but still a cool experience.



Other than the rain on the second day, we were blessed with great weather. The ride home was much cooler and dry. And yes, we avoided Hwy 70 coming home. I want to thank Richard Rahe for allowing me to tag along and showing me the ropes. I can't remember the last time I laughed so much. I will never forget my first ride to Sturgis and the new friendship I made with Richard. All because of joining this great chapter.



Long Range Riding: Testing Limits

By Chris Mosher



Starting the moment I threw my leg over my first Harley, riding has been a series of adventures. Minutes after I purchased my first Harley, I immediately noticed that the road home, that I had travelled hundreds of times, looked different. The wind blowing, the sounds, the view all changed and became more immediate, more personal. As the famous quote goes, “riding in a car is like **watching** a movie, riding a bike is like **being** in a movie.”



Riding a motorcycle reminded me of the feeling of freedom that I felt as a kid when we would jump on our bikes and ride off through the neighborhood. My world of exploration just got larger as I travelled through the back roads of Southern California. Part of the initial thrill of riding was finding new roads and new areas to explore and each ride was filled with new sites and new roads. As time went on roads became familiar and we had to range further and further to find unexplored new territory and get that new explorer feeling. As we rode further, we ran up against constraints, namely the age-old limit of time and money. If we wanted to range further from home, to explore new territory, then we had to spend less time to get there and get back, and so our interest in long rides was born.



The first level was the Iron Butts. 1000 miles in a day meant that we could go past El Paso Texas, still have time to explore, and make it back home. Our world just got a little larger and the southwest United States now seemed like our playground. However, it wasn't long before we had explored most every road in the southwest and were searching for new adventures.

I first brought up the idea of a cross-country ride to my buddy Cowboy, and he responded in a few seconds with his characteristic, “I'm in”. The Iron Butt Association had a ride which was coast to coast in under 50 hours (50 CC). This seemed like a challenge we would enjoy and then it would open up the east coast and new roads for us to explore on the way home.



Like any plan, it was subject to the realities of life and those dropped on us when I took my bike to the dealer for a tire change. Checking out a tapping noise I heard in the engine it appeared the lifters were bad. Normally not a big deal, we were in 2021 and the parts were probably sitting offshore in the line of ships we see daily off the coast. Our trip was on hold. Ever the optimists, we packed and were ready to go. Finally, the dealer called and told us my bike would be ready Friday afternoon. I caught a ride to the dealer and met cowboy there. The instant the bike was ready I wanted to get it and go. We had a long road ahead and the sooner we could start the better.

Friday 4:10pm – Finally the bike was ready. I told them to forget about a wash, we would be on the road for the next eight days, no point in getting it washed now. We rode off to all of their best wishes and headed to my house where I threw my gear on the bike and we were off.

Summer 2021

Friday 6:42pm – It is dusk, and in the dimming light we printed our receipts from our starting point at a Chevron station off the 8 & College Ave in San Diego. Cross Country in 50 hours is the goal and that means that we have to reach Jacksonville FL by 11:42pm on Sunday. A quick selfie photo and we were off.

Saturday 1:05am – Benson AZ. It is dark and cold. We are making good time and Yuma and Tucson are in our rear view mirrors. We are both feeling pretty strong and not too tired. We can stop for a nap at anytime but the excitement of being on the road keeps us going.

Saturday 6:32am – South of El Paso, Clint TX. We kept rolling through the night with the goal of beating the morning traffic in El Paso. It was still cold but the sky was starting to light up with the morning light. I had started lagging a little through the traffic and Cowboy had taken the lead. The night of riding was catching up with me. Normally I keep a pretty straight line as a ride but now it seemed a bit wobbly, a sure sign it was time to stop. I passed Cowboy and signaled a gas stop. We find a quiet spot behind a restaurant and pull out our chairs. In minutes I am asleep. 45 minutes later I pop awake and we quickly pack up and hit the road.

Saturday 10:01 am – Van Horn TX. The day is warming up nicely and there isn't a cloud in the sky. In central time zone now the dark and cold of the night are long gone and we are energized by the great weather and the good time we are making. West Texas speed limit is 80mph however unfortunately Harley cruise controls max out at 90. Several times we are passed by Texas State Troopers but the cruise is nice and we settle for the slower speeds.

Saturday 3:57 pm – Comfort TX. The terrain is getting hilly and we are getting close to the Texas hill country. Timing is important since we don't want to get to San Antonio too early and get stuck in afternoon traffic. A nap is an option we are feeling good and want to keep rolling while we can. We land on taking a bypass route around the northern edge of the city.

Approx 5:30 pm – Guadalupe Rest Stop TX. Getting a little tired and we pull into a rest stop to figure out if we need to nap or keep going. If we keep going we might hit Houston traffic. On the flip side we calculated and figured out that we were close to hitting the Ironbutt 1500 miles in 24 hours. It would be close but we decide to try for it and head off to Houston.

Approx 11:00pm – San Jacinto Harley Davidson, Pasadena Texas (Outside Houston). Well, things went sideways. We were 12 miles short of the 1,500 mile goal when we hit traffic on the west side of Houston at the 10 and beltway interchange.



HOG LEG

Orange Coast Chapter - 5095

Trying to merge across 5 lanes of traffic at a slow roll I was trying to change lanes when the car in front slammed on its breaks. Caught looking back for a lane change it was too late and I tapped the bumper. Luckily I was at a slow roll and didn't go down however the fender was bent into the tire and we had to push the bike off the freeway and onto the shoulder. Coming from California, it didn't seem to be a problem to be on a nice wide shoulder while we worked on getting the bike going. However Houston first responders felt different. Within minutes I was surrounded by fire trucks and police cars and they explained to me that a tow was required. I watched the traffic get backed up from the ladder trucks blocking lanes and waited for the tow. Finally he was there and they loaded my bike. The San Jacinto Harley was recommended and so we headed 45 minutes south, and off our route, to the dealership. As luck would have it, the last mechanic was just about to leave as we pulled up. He pried the fender away from my tire, checked out the damage and gave me the green light for a test run around the big empty parking lot. It was a giant relief to fire it up and feel it ride just like normal. But because of that little mishap, we missed the Ironbutt by the tiniest of margins! Deciding to take a little time to rest, we setup our chairs in a corner of the parking lot and got a little shut eye.

Sunday 1:37am – Vinton LA. After a short rest at the dealer, we were back on the road. Traffic was pretty light as it seemed like Texas stretched on forever. Finally we hit the Louisiana border and felt like we finally were making progress. Tired and feeling like we were running on empty we pull into a Love's and after gassing up, we setup our chairs and crash hard. Time to rest up for the final stretch.

Sunday 10:16am – Somewhere in Alabama. We got a few hours of sleep in the parking lot and it was dawn by the time we left, probably about 2-3 hours of sleep and we felt recharged for our last day. Traffic stayed Sunday-lite and we made good time across the flat land of the gulf coast.

Sunday 4:12pm – Jacksonville FL. The weather stayed good and traffic was light. The final miles were easy as we rolled into Jacksonville just in time for dinner. The 50 CC challenge was officially over as soon as we entered the city limits but we wanted a grand finale, so we headed down to the beach and Joe's Crab Shack. Tourists were sitting on the outdoor deck watching as we pulled right up and took pictures of the Atlantic ocean in the background. People stopped and talked and friendly passersby took our picture. Finally we made our way in and had a well deserved meal, our first since we left San Diego on Friday.



Summer 2021

Now that we were on the east coast we had some time and wanted to see some sights. We headed north to Savannah, GA where we had reservations at a KOA. The evening was great as we sat around a campfire, had a few cocktails and relived our past few days.

The morning found us up and ready to go. We were heading up to the Blue Ridge parkway and still in travel mode, we wanted to make early miles to beat the traffic. We were headed north to Blowing Rock, North Carolina. As we went, the cloud cover grew, but checking the weather it seemed we lucked out and the storms stayed ahead of us. By lunch time we were on the Blue Ridge parkway. What an amazing road it was! At a slow speed, we took the time to see the sights and stopped often to take pictures. The fall leaves were changing and the mountain views were incredible.

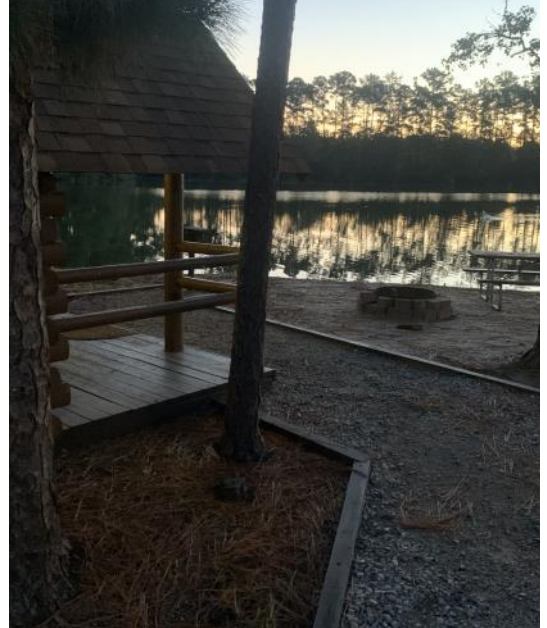
Later in the day we hit Asheville and headed off to the Blue Ridge for another bucket list item. Cowboy's idea, we wanted to ride up to Gatlinburg, TN on Copperhead Road. We are road hounds and so if there is a famous road or stretch of road you can bet that we will go out of our way to find and ride it.

Dark found us west of Knoxville and headed to our planned stop at another KOA in Crossville Tennessee. By the time we arrived, the wind was blowing so no campfire, but the cabin had a porch and so we spent more time hanging out and telling stories. Life without electronics is well lived.

Part of our discussion was the fact that we missed hitting our 1500 miles in 24 hours. To go so far and miss by only 12 miles was a bummer! We checked out the maps. I was familiar with a place in East Texas called Onalaska which, by chance, was almost exactly 1500 miles from home. Our plan was made and we called it a night for an early start.

Crossville TN to Onalaska TX is about 850 miles. A high mileage day, we stayed on the 40 so we could make time, and weaved our way between the convoys of trucks. In Little Rock, we headed south towards Texarkana. Thunderstorms threatened and rain started to come down, forcing us to gear up. Our luck held up and we skirted the worst of it. It was after dark when we finally reached the lakeside campsite and checked into our cabin. Another evening hanging out on the porch and we could see the lake when the moon broke through the clouds.

To rest up for our big push home we couldn't help but go on a little ride. We tooted around and stopped by the Harley Dealer in Nacogdoches, where they directed us to the best local BBQ place. After one of the best burgers I have ever had, we kept going to Sam Rayburn Reservoir and came back over the bridge that cut across the middle of the lake.



HOG LEG

Orange Coast Chapter - 5095



Great photo ops along the way the evening found us back at the scenic Onalaska, enjoying a steak dinner at the lakeside bar and grill.



Nighttime and finally the rain caught up with us. Waking up early we found it pouring rain. Checking the weather the storm was coming up from the south. We decided to ride out of it to the north and quickly loaded up and got started. Not able to keep my phone out we didn't have planned maps and so relied on my memory of the area. Unfortunately, my memory failed and in Huntsville, I missed a turn and we headed south into the storm. It wasn't till we saw the brake lights from the north Houston traffic that I realized the mistake. The rain was coming down in sheets and visibility was almost zero. Time to escape. We flipped a quick U-turn and headed north, chasing blue sky that was far off in the distance. Finally we were out of the worst of it and by lunch time we were back in the sunny weather and shed our rain gear.



We were galloping home and the blue skies and warm sun of West Texas helped speed our way. We hit El Paso before rush hour and settled in for a nighttime run across a cold New Mexico and Arizona. It was 4:30am when we stopped in Ocotillo for gas. The night was cold and the wind blew colder. We were only about 90 miles short of our goal and had plenty of time. Needing a little pick me up, we didn't even bother unpacking our chairs and just lay down on the concrete next to the bikes. 45 minutes later and we were on the road and heading home. We made it! Did the 50 CC and Iron Butt 1500 in one trip!

Riding opens doors. You see the world, live in it, have adventures and meet people along the way. That is why I love it. There are boundaries, safety always comes first, but this trip definitely tested the limits of those guardrails. Long distance riding isn't for everyone but it has opened up the world to me and I can't wait to get out exploring on the next trip.



The Road Warrior:

By Patti Allen and Carol Appelt

FALL TRIP

Everyone needs to find people they are compatible with to travel; whether you ride a motorcycle, RV, campout, cruises.....whatever; you will definitely have a lot more fun if you're all on the same page.

In 2014, Ron & I found our traveling buddies in Roger & Carol. The Keagys became part of the group on our first trip to CO. We feel like we hit the jackpot with Carol who rides great, and even better, knows how to plan a trip. She finds scenic back country roads and creates routes incorporating places to see/tour, gas stations, hotels, and even some great places to eat.

In 2018, when we rode coast to coast to coast, we realized we had just ridden in nearly 30+ states, in all our riding. We decided it would be a goal and fun, to ride in all 50 states. The VIRUS year of 2020 had us postpone our trip to Florida and surrounding southern states to 2022, but we could do a fall trip in 2021 and pick up some Midwestern states in Northern United States.

The Keagys, Roger, and Carol all left on September 24, but Ron had to work the Long Beach Grand Prix over the weekend of September 24 - 26. They rode to NV and Idaho, where they visited Shoshone Falls near Twin Falls while spending one of the nights in picturesque Stanley, Idaho at the base of the Sawtooth Mountain range, before making their way to Baker City, OR where we met up with them on their day 5. Ron & I arrived as they were finishing breakfast and were able to get an early check-that allowed us to join in on the ride to Hells Canyon. It was a little overcast, but we rode beautiful canyon roads hugging the borders of northeastern Oregon and western Idaho with a final destination to the end of the canyon and back, as there is only one way in and out.

Leaving Baker City we began our trek east in true chapter style by taking the path less traveled through the scenic Wallowa Valley, over Rattlesnake Grade, across rolling farmland dotted with small family farms and onto Lewiston where we rode the Old Spiral Highway, Idaho's most twisty road with 64 curves in 7.3 miles and an elevation gain of 2000 ft. Awesome view at the top! We were treated to the beginnings of fall colors as we rode across Idaho

and Montana. BREATHTAKING!!! Our route included Idaho's most iconic and scenic roads, US-12 also known as Northwest Passage Scenic Byway, that skirts the Clearwater and Lochsa Rivers as it stretches from Lewiston to Lolo Pass on the Montana border. Of course, we stopped for a photo op at the 99 mile sign indicating that we were about to ride 99 miles of winding roads. Total bliss!



HOG LEG

Orange Coast Chapter - 5095

The mountainous topography changed dramatically to rolling plains east of the Montana Rockies where a couple of days later, Carol had us stopping at the Theodore Roosevelt National Park in North Dakota and seeing where our president lived and wanted all the American people to be able to appreciate our wonderful landscapes. He was a force of nature that helped established our public lands as national treasures which we all enjoy visiting today. A highlight for Carol was when we rode through Lake Itasca State Park in Minnesota, and she got to “swim”, ok she fell in the headwaters of the Mississippi River. There are rocks that go across the river that Carol tried to cross with her motorcycle gear and boots and slipped into the water. It’s amazing to know the Mississippi that runs over 2300 miles begins here as nothing more than a small creek.

Our travels took us across Northern Minnesota, and true to its nickname, it is the land of 10,000 lakes or so it seemed. Small and large, they were everywhere with the most impressive being Lake Superior, one of the five great lakes, straddling the border of Minnesota and Wisconsin. We were amazed at how GREAT the lake really is. If we didn’t know better, we would have thought we were riding alongside the ocean for a couple of hours as we “found” our way to Superior for the night. Little did we know major road closures were in store for us as we neared the hotel. The I-535 bridge on our route had been demo’d, and all that remained were the old concrete pylons rising up out of the water. That caused the GPS to go crazy as it attempted to reroute us across a nonexistent bridge. Each detour led to another road closed sign, and after circling around and several wrong turns, we finally found our way across another bridge to our hotel. We had a late lunch in Two Harbors, where our perky server greeted us with her authentic Minnesota accent, and coupled with our frustration and lack of a working hotel jacuzzi, we decided to just “drink” our dinner and headed over to Average Joe’s Bar, a short walk from the hotel.

The Midwest had been experiencing unseasonably warm temps this fall, and we were greeted with a blanket of fog the next morning along the lake because of it. Not wanting to repeat the same traffic nightmare and coupled with the fog, we scrapped a ride back into Minnesota to the Enger Tower and instead headed straight to the Michigan UP (Upper Peninsula).



Summer 2021

Our first stop was beautiful Amnicon Falls, Wisconsin where we got busted for not paying the park's entrance fee at the unmanned station. While we were enjoying the falls, taking pictures and marveling at the vibrant leaf colors, something we Californian's are not accustomed to seeing in person, a very nice ranger came looking for us. Apparently, we tripped some sort of notification sensor as we rode in and parked our bikes. Although we apologized, we still had to do the "ride of shame" up to his office and pay the entry fee before leaving the park. Patchy fog continued to plague us that morning as we rode along the lake, so we decided to forego a couple of other scenic stops as there wasn't much to see.



While rain seemed to follow us everywhere in 2018, it was beginning to seem like fog might be this year's nemesis as it greeted us once again when we left our hotel in Marquette for the ride to St. Ignace. What began as a cold and damp day soon morphed into one of the most beautiful rides of the trip. It was peak season on the UP, and the brilliantly colored tree leaves in varying shades of orange, yellow and gold lining the road put on quite the show.



Temps climbed to the low 70s by the time we arrived at Tahquamenon Falls State Park in Michigan, so we dressed down to shirt sleeve level in the parking lot after receiving a few stares since most locals had already placed their bikes in storage for the winter.

The falls were visible from an upper platform, but we were told a trail leading down to one of the lower viewing platforms afforded the best views. Undaunted by a sign warning 116 steps to the falls, we decided we were up for the challenge even wearing our motorcycle gear. During the climb back up, we discovered that there are NOT 116 steps, but closer to 200 steps!!! Seriously though, words cannot describe the beauty of the falls and changing colors of the tree leaves.

Breathtaking. From there, we continued on down the road to the Great Lakes Shipwreck Museum at Whitefish Point on Lake Superior.

Day 18 had us riding back into Wisconsin along the shores of Lake Michigan, and Carol had bike trouble. BIG trouble. We all waited at the Green Bay Harley Davidson while they worked on Carol's bike. Words like: "sorry, not sure we can't fix it, we'll try, not sure we have all the parts in stock, can you ship it home?, interested in a trade-in?" were heard in the 3 hours we waited. FINALLY, the service guy came out and gave us the good news when he announced, "we fixed it!" (you can ask Carol how much). As we rode out of Green Bay, it was dark and raining. Our hotel in Sturgeon Bay on the Door Peninsula would normally have been an hour's ride away, but with pouring down rain and riding in pitch black darkness, it took us close to 1.5 hours, but thankfully we arrived safely at our hotel. PTL!

We spent two nights in Sturgeon Bay to ride the highly recommended and scenic Wisconsin "thumb" as it is known. Heading out in a light drizzle the next morning, we took the 41 and followed the coastline on western side of the peninsula while winding our way through quaint beach towns and over the iconic Jens Jensen curvy road, a must see for Carol. The picturesque small towns are a favorite of tourists and were decorated to the max for fall. It was raining again when left for Iowa and began our trip home. A last-minute check of the weather radar before jumping on the bikes showed a strong cell moving through the area.



HOG LEG

Orange Coast Chapter - 5095

Pumpkin stands and 'you pick' orchard signs lined the road, and it felt as though we were riding through a scene from a Hallmark movie. We picked up some goodies from a small bakery in the village of Egg Harbor where we stopped for lunch, and workers were gearing up for their fall festival scheduled for the following day.

Milwaukee was our next destination, and our route had us zigzagging through the Kettle Moraine, a hilly and scenic backroad with sweeping curves that is favored by local bikers as an alternative to the major highways leading to Milwaukee. All good things must come to an end, and we found ourselves back on the freeway and sitting in bumper-to-bumper traffic after getting caught in the Brewer's playoff game traffic. Our hotel was located on the same street as the offramp into the stadium, and with no lane splitting allowed and traveling in unfamiliar territory, we inched our way down the freeway, one car length at a time. The following day we decided to Uber to the Harley Davidson Museum rather than face the downtown freeway system with its deteriorating roadways filled with potholes and seriously cracked concrete and 80% change of rain. What can we say? The museum is the history of our motorcycles through the ages, and every Harley rider should take the time and visit when in the area. We took advantage of the onsite restaurant for lunch, checked out the gift shop, snapped a few pics, and then took the local trolley to the Third Ward in the historic part of town. We even found the statue of the Fonz along the riverwalk....."heyyyyyy".

What would a trip to Wisconsin be without trying cheese curds and visiting a cranberry marsh? So, of course, we did both. This would never have been a priority for us to see, but the cranberry farm actually turned out to be one of the highlights of the trip. The matriarch of a family-owned farm gave us a private tour in her SUV and provided wonderful commentary about her life and cranberry farming. From there we rode through rolling hills and winding backroads of Wisconsin's Amish country. Much to our surprise, we saw brightly colored laundry hanging out to dry on old fashioned clothes lines at a couple of the Amish farms and even passed a horse and buggy on one of the roads. It certainly seemed to be a step back in time. We spent the night in Prairie Du Chien after riding a portion of the Great River Road that follows the winding course of the mighty Mississippi. It was certainly a

contrast to the river's humble beginnings in Minnesota.

We contemplated our route and whether we should continue with the planned stop at the Field of Dreams movie set in Dyersville. After some discussion, it was decided that YES, we were going to stop if it wasn't pouring down rain. We headed out, and about an hour down the road, Carol made an impromptu stop at a gas station for shelter when it began to pour and lightning strikes were visible in the distance ahead. The heavy shower moved through and we were back on the road in a light but steady rain which eventually stopped as we neared Dyersville.



Summer 2021

The movie set was another highlight of the trip. We had fun walking through the corn fields and doing the wave in the small wooden bleachers facing the ballfield. As the storm moved east and we rode west towards Clive, our stop for the night, strong gusty winds were soon to be in our future. It's never a good sign when you see wind turbines lining the horizon. They're there for a reason, and yes, it was frightening at times and a challenge to keep the bikes upright when getting hit by the gusty crosswinds! Windy, rainy and COLD best describes that day!!!

By now, the moderate temps we experienced at the beginning of the ride had waned and mornings had become increasing colder. Carol's heated grips had stopped working. Not wanting to ride across Colorado without them, another dealer stop was necessary and luckily our hotel in Grand Island, Nebraska happened to be right next door to the HD dealer. Unfortunately, the grips were beyond repair and had melted down internally from so much usage that a new set were required. Again, she can tell you what that cost her. The Grand Island dealer's service department was wonderful and stayed two hours beyond closing to install the new set for her. The ride from Iowa to Grand Island included a dip into Missouri, so we can cross that state off the list along with Kansas as we made our way to Limon, Colorado for the night.

To say it was cold in Colorado is an understatement. Although we took a southerly route, a bottle of water left on Ron's bike overnight was found to be partially frozen the next morning. A quick check of the weather app showed 23 degrees, feels like 15 that morning so we delayed our start until it warmed to a "toasty" 30 degrees. A half hour or so into the ride, it warmed up considerably as we neared Colorado Springs. We rode through Garden of the Gods which has these amazing red rock formations jutting upward. They look fake. From there, we made a stop at the Royal Gorge Bridge just outside of Canon City where Carol and I took the Gondola across the river and walked back across the gorge on the bridge. We both wanted to zipline back across, but the hour long wait in line would most likely have caused us to arrive at our hotel in Salida close to dark.

It had snowed in Colorado the week before and had not melted yet at the higher elevations when we rode over 11,000 ft Monarch Pass on our way to Green River, Utah. Continuing our scenic ride, we followed the 89 south to Mount Carmel Junction. The winds were brutal that day and it was cold. Rain started falling during our lunch stop in Panguitch and later tapered off as we rode through Zion National Park on our way to St. George for the night.

Roger achieved a personal milestone on this trip racking up enough miles to put him over 500,000 lifetime miles on a Harley. Congrats Roger! We enjoyed nice weather for this ride along with fog, rain, and wind, but thankfully no snow. After 2018 and riding in 23 days of rain, this was a walk in the park but definitely much colder than three years ago. We all arrived safely home with lots of memories of another good "Carol" trip. I've already upgraded my riding gear to some warmer pants. We now only need 6 more states to complete our goal of riding all 50 states. (and in case anyone wants to know, I read over 10 books).



Tee It Up for the Troops Ride

by Frank Roberts

At the request of Director Chris Mosher, met at a community center in Huntington morning. The mission was to ride to Sea Cliff participate in the opening ceremonies for ty golf tournament that was raising funds Warrior Foundation. Tee-It-Up heard about with Freedom Station and invited us to par-

The mission was to be carried out in “top the golfers were not to know that several be riding out from a hidden spot on the golf about one mile to the course and upon direc- izer, we rode up a golf cart path (one U-Turn) and hid our bikes at the end of the driving range behind some bushes for cover.

We walked back to the clubhouse where a hearty meal of breakfast burritos and coffee awaited us. We helped remove furniture covers, got a tour of the facility, and were met by Sandy Lehmkuhler who took our photo in the lobby of the club. Then we proceeded to walk back out to our hidden bikes.

We were to wait at the bikes until a bagpiper finished his song. While waiting, golfers getting ready for the tournament started hitting practice balls. We were well hidden, and the golfers had no idea we were out there, so the balls kept coming our way! The bagpiper started playing so the balls quit flying, as everyone gathered for the ceremony.

Upon his finish, we fired up the bikes and started the ride on up the golf cart path towards the clubhouse. We had American flags flying and people were genuinely surprised to see us! Our group was met by applause and thumbs up. Mission accomplished! We continued out to the parking lot where we all went on our way. It was a really great experience to do something like this. When would anyone ever get to ride their bike on the cart path of a golf course? But the best part was the fact that we played a small part in the opening ceremony of a golf tournament that helped raise money for a good cause, for the Troops. OCHOG is passionate about that! We support our troops!



a small group of us Beach on a Monday Country Club to “Tee-It-Up”, a chari- for Freedom Station/ our involvement ticipate.

secret” fashion, as motorcycles would course! So, we rode tion from the organ-



Notes from the Road



Photos from our members that are out enjoying the open road - Want to see a photo of your trip here? Just email us at: editor@ochog.org



Via Facebook

.. Who said the ladies don't like camping trips?



Some people will do anything for a patch.— *The Editors*



Brian W.- Via Facebook

...All hail the passion and tenacity of our wonderful photographer. You can see, he's always putting himself in various 'settings' for that perfect shot. His dedication to his craft knows no bounds. 😊



- The gang stops for a photo outside of Josies Hideout.



Ride to Wyoming today! Was SOOOOO beautiful!! Wish we could stop more but we did the best we could! ❤️



Anonymous— Via Facebook

...and sometimes we're just happy to be able to ride...



Via Facebook

New members ride



Born Free

Notes from the Road



Via Facebook — We get a little help selling drawing tickets for the IWAR bike.



Robert F. (Bear) - Via Facebook

Miss you guys.



It's the Tom and Jerry show. That's to all who came to the new member ride and enjoyed the burgers cooked by Tom and I



Stagecoach Loop Ride
Feb. 6, 2021

The Editors— Nothing better than a great day riding with friends.



Always have time for a little ice cream!



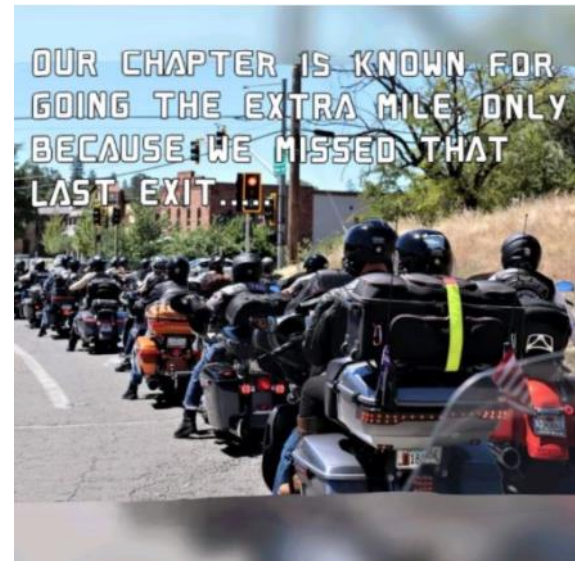
Sean K.—Via Facebook

Adding some bling to my bike for next ride.



Cowboy—Via Facebook

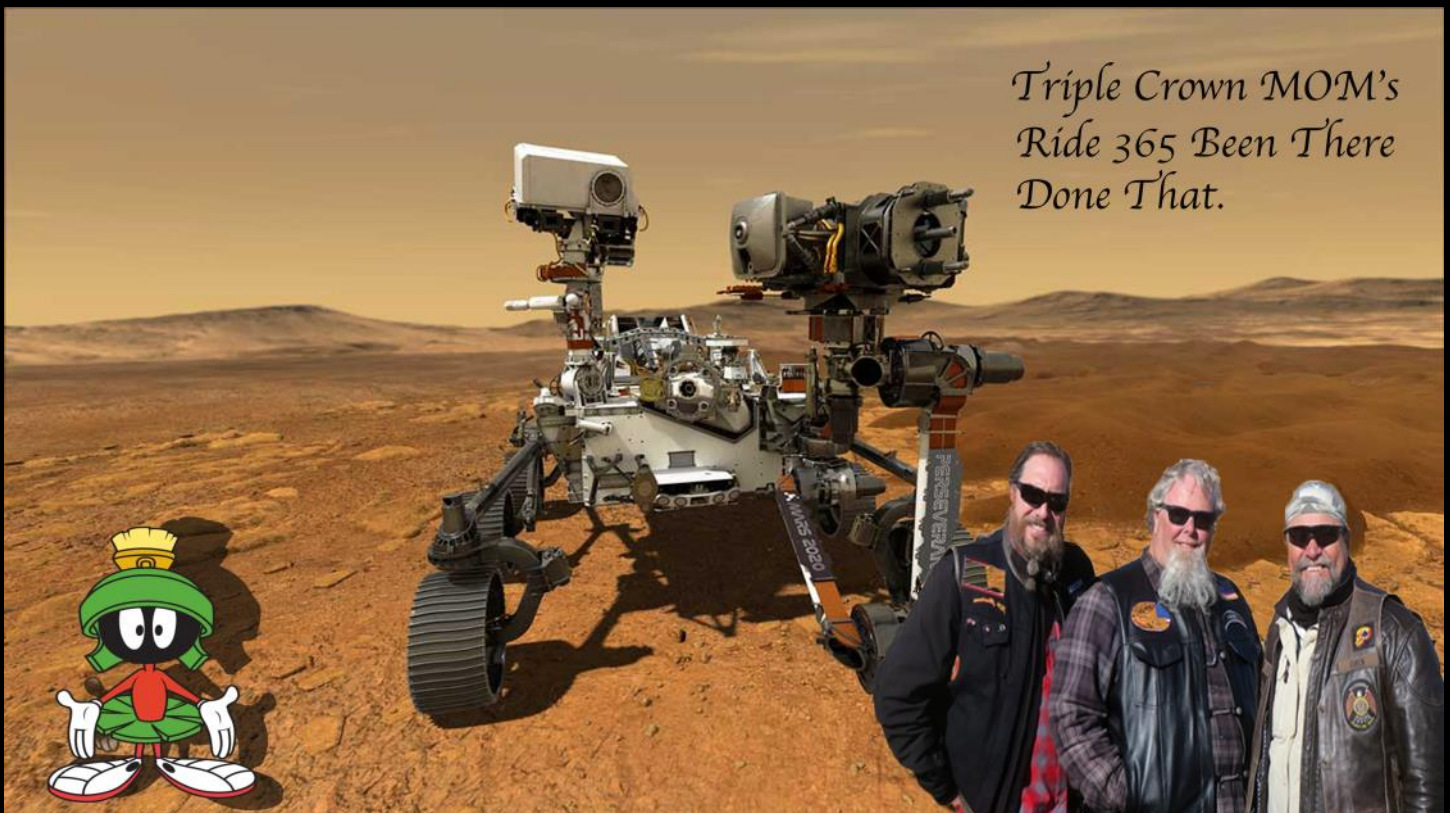
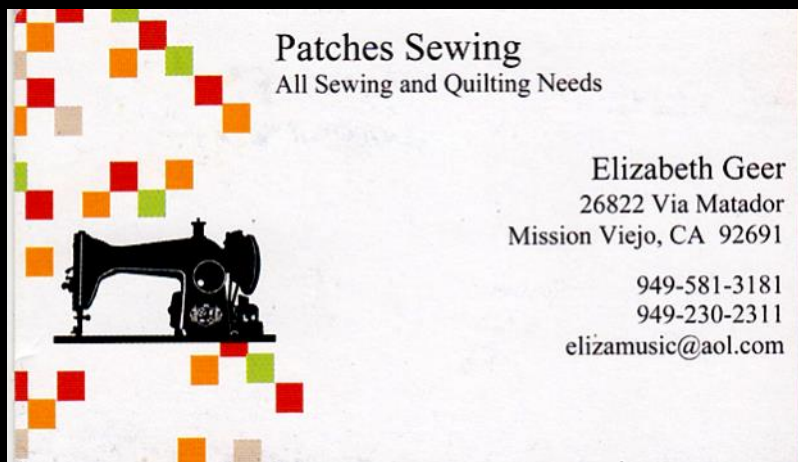
Coast to Coast - Mission accomplished!





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