

THE
HANDLEBAR STAR
THE OFFICIAL NEWSLETTER OF THE INLAND EMPIRE HARLEY OWNERS GROUP #3448



JUNE/JULY 2018



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Who we are:

The Inland Empire Chapter is a family oriented group of road riding enthusiasts who enjoy riding their Harley-Davidson motorcycles together. The members would like to share this enjoyment with you and encourage you to join in the activities we have during the year. You are welcome to participate in many of the rides and events whether or not you join the chapter.

Chapter Meeting & Social

Second Thursday of
each month at 7:00



RIVERSIDE
HARLEY-DAVIDSON

We all need to take responsibility for ourselves.

So many questions my head is going to blow up!

The sweep riders will keep the road captain informed as much as possible but that is something you need to do also. Where is the tow truck taking you? Is it close to the group? Are you heading back to a dealership? We sometimes can call our folks at Riverside Harley Davidson and on your behalf they can reach out to the dealer your bike is taken to. Maybe they can get the repair expedited. Or set up to have the bike brought back to our dealership if needed.

LETS RIDE AND HAVE FUN!!

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★ Black Sheep Breakfast Rides are the first Saturday of each month. Breakfast is served at ★
★ **NEW LOCATION-** 0900 at VFW Post, 10303 Arlington Ave, Riverside. Cross street is Tyler. ★
★ This is an awesome event and a chance to meet members and have some fellowship all ★
★ while enjoying some great food. Breakfast is \$10 per person, all you can eat buffet. Oppor- ★
★ tunity Tickets and 50-50 drawing. ★

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ASSISTANT DIRECTOR

Mick Hammer

Welcome to Summer I E HOG,

Ready or not here comes the HOT weather and with it exciting times for I E HOG.

With riding season in full swing we have some exciting rides already calendared and our mid-year activities meeting scheduled at Patsy's Garage or Friday, July 20th. Hope to see another large crowd to see if Patsy can control me and Dan.

Wow, was that another great West Coast Thunder or what? I want to personal thank Riverside Harley-Davidson management and employees for all the support they give to Sharon and I E HOG to keep West Coast Thunder going and growing year after year.

And how about the West Coast Thunder Color Guard? Thank you for your time and dedication to making sure we all have a moving visual reminder of the sacrifices made by those that served in the armed forces and especially those that gave all for our nation.

Let me not forget you, the members of I E HOG, Black Sheep, and all the other volunteers that make West Coast Thunder go. You did it again folks! Gave of yourselves for the good of others. Great job!

Hope to see you all soon,
and remember if it gets in
the way of the ride, its
wasted energy.

MOUNT UP, LET'S RIDE

Mick



HEAD ROAD CAPTAIN

Dan Alexander

Did I just step out of a time machine? I'm trying to figure out where the days have gone as it is July already. If you think about it, we have had many great rides this year, so I wasn't sleeping under some rock after all. We still have many great rides coming up. With the ride to Utah behind us, we now look forward to the Sierra Ride the weekend of July 13-16th as our next overnighner. I promise it will be as memorable as last year's ride only with hopefully less interaction with the wildlife. (Sorry Bob)



During a ride if one of us should break down or have an accident, as a group, we cannot stop in the middle of the road to help for safety reasons unless the situation warrants it. That is why the ride leader will keep going until they can find a place to pull over where all people and equipment are safe from traffic. The sweep rider(s) will stop to help whomever and whenever the need arises and communicate with the ride leader whenever possible. Riding through the different terrains that we do, sometimes our CB radios do not work as well as we would like them to and this can be frustrating.

Speaking of this, if you are unfortunate enough to break down while out on your bike (HOG ride or not), one of the benefits of being a member of HOG, is towing. There is a phone number on the back of your membership card, which is another reason to carry your membership card with you as you will need your membership number. You are allowed one tow (up to \$100) per year. You can upgrade the roadside assistance part of your membership which allows more tows per year to the nearest dealership without a cost cap for the tow and you can tow other vehicles. For more information on the costs of the other Roadside Assistance programs, check out "benefits" under the "Membership" tab then view all benefits and roadside assistance at www.hog.com. Here is a link that compares all of the coverages: https://enroll.road-america.com/Content/Templates/HOG/docs/Comparison_Chart_JML.pdf

Be safe and have fun doing it!

Screw it! Let's ride!

Dan Alexander

Membership

Scott Schaeffer

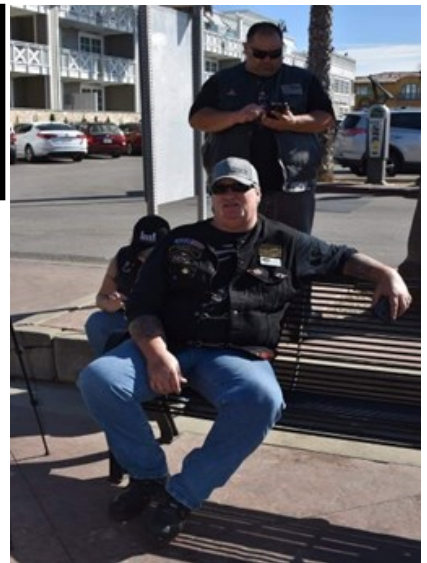
Hi Everyone!

I just want to start off thanking everyone for renewing their membership for this year. We have had quite a few new members in the last few months. I would like to welcome the new members to the Inland Empire HOG Chapter. We are up to 148 members so far this year. We are looking forward to seeing all the new members on some weekend rides and overnights. All the new members are welcomed to join us July 20th at Patsy's garage to help plan the next 6 months of rides and activities. There will be a email blast with the location the Wednesday before so keep an eye out for the info. Here are the new members that have joined us this year so far:

Gerald Amende, Isabella Betzer, Amy Braun, Lance Braun, Esperanza Cabral, Jennifer Carter, Daniel Devore, Barry Easdale, Dave Howard, Suzie Johnson, Greg Johnston, Craig Kaminski, Kevin Keeny, Derick Mitchell, Joshua Morris, Alex Moore, Charlene Palmer, Brenda Royster, Wendy Scott, Dion Segura, Birgit Thorn, Geoffrey Thorn, Kris Wandro and Apostol White.

Again, I would like to welcome all new members this year. If any member would like to submit their birth date for the monthly notifications please see me any time so I can update your information. We have a lot of good overnight rides planned for this year hope to see you all on at least a few of them. Keep an eye out on the calendar to see what bike nights we will be having a chapter table set up so you can show your support and join us.

Let's all ride safe and have a good time.



Ladies of Harley

Maria Schaeffer



So here we are again....What can I say about our Ladies of Harley other than we have an awesome great time when we get together? Whether it be a dinner or a ride or just a good ol time!

I just want to begin by taking the time to "THANK" all our Chapter for the participation with the LOH activities. You all have made it a success!

It's the get togethers that we have and the planning that we come up with that make our group of Ladies "AWESOME".

We have a few exciting things coming up for the Ladies of Harley!

July 10th is our LOH Dinner. This is going to be at one of our members home. We will be preparing to "Bling" our hats for our July 21st LOH Photo.

We have many things coming up so watch the Calendar as well as joining the meetings so that we can keep planning.

July 10th LOH Meeting-Bling Party 6 p.m.

July 20th Activity Meeting at Patsy's 6 p.m.

July 21st LOH Photo 9 a.m. (Yes, Morning) RHD ALL Ladies please plan to be there so that we can get an updated photo.

Also, thinking ahead we have the Halloween Party Planning to begin soon as well as our December "Holiday" Party. (Dates have not been decided yet)

So come join us and have some fun!

Treasurer

Monika Staub



Summer is here, finally!

We have some great weekend rides and over night trips scheduled. One of my favorite rides is in July, the Sierra ride, it was so much fun last year.

Don't forget about Bike Nights at the Dealership and our LOH "Bling" Dinner.

Our LOH officer is doing a fantastic job getting everything organized.

So remember, let's have fun and above all, LET'S RIDE!

Secretary

Laura Maw

Happy Summer Everyone,

I hope you are all keeping cool and hydrating when you are riding.



We had a good time in Utah, minus some mishaps and heat. The ride was scenic, as always, especially in the upper elevations. It was nice to have two new people riding with us. One new chapter member, Craig Kaminski, and his friend, Phil. Get to know Craig, he is a nice addition to our chapter. I think they had a good time. Thank you, Jim Bridges, for the ride.

We still have some great rides ahead of us and it would be great to see more of you on them. We are going to the Sierra's in July, and I hope you have all made your reservations.

I'm sorry that I had to miss the "Progressive Ride". That ride is always fun. My cousin from Spokane, Washington was visiting and it was great having her here. It's just too bad her visit landed on the day of that particular ride. I'm sure you all had a fantastic time.

A big thank you to Maria Schaeffer for the LOH activities she has scheduled. Looking forward to our "bling" party on July 10th at Sherri Willison's in Norco. We are going to have fun blinging our LOH hats and socializing.

I always enjoy our rides with you and I hope you will be riding safely. See you on the rides and at the Chapter meeting.

Keep smiling, ride and have fun,

Laura



I am HOG: Little Debi

by Jodi Rizzotto



Did you know we have a HOG member who was offered a singing contract with "The Lawrence Welk Show?" If you have heard of Lawrence Welk and remember his TV show, you've been around for a while. Since Debi Tuiolosega, aka Little Debbie Snack Cakes, lives all the way out in La Habra, I opted for a phone interview. During our previous conversations, I learned we both had worked for Clothestime, but I was astonished to learn about her other talents.

When I asked her when she started riding on Harleys, Debi said she started in 2008 riding behind a boyfriend who owned a Sportster and a BMW motorcycle. Unlike many of our HOG ladies, she has never ridden a motorcycle by herself. She remembers feeling like "a frozen popsicle" the first time they rode on a freeway, afraid to move or even look around her. Then in 2015, she dated a guy with a Honda Goldwing. They rode 1600 miles in three days from Orange County to the Oregon border where Debi became a firm Big Foot believer, although she still lacks photographic evidence. I remembered that I had noticed the Big Foot patch on her riding vest.

We've been introduced to Debi through Bill Grijalba. In 2016, their first date was at a Mexican restaurant in La Habra. When she saw him ride up on his Harley, it was love at first roar. Then she discovered that he had experience in theater and the medical field, and two years later, they're still riding together.

With her ten years riding as a passenger, I asked if she was working toward riding her own bike. She laughed and said no, but that she planned to take a beginning riding course at the dealership. Debi shares my passion for learning, and understanding how things work, so she wants to be a great passenger. I agreed with her that most passengers have no idea how their behavior on the bike affects the ride.

When I asked her about her least favorite ride, she said long stretches riding in the desert, like when we rode out to the Salton Sea. She prefers more varied and dramatic scenery like on the Utah trip. Her dream ride would be to travel across the United States and back, using back roads like Route 66.

Her advice to other passengers is to be alert and aware during the ride. Ask your rider questions about what they need you to do, since they know their bike. Realize that you are a team with the rider and need to support them.

Which brings us back to Debi's theater and singing talents. Her father played violin for Lawrence Welk's variety show, and Mr. Welk wanted to sign Debi to a singing contract at age five. However, her father knew that would limit her options, so instead she did commercials for brands like KoolAid. She also participated in talent shows such as X Factor and The Voice. In addition to musical theater, she also has opera experience. She had a SAG card (Screen Actors Guild) as a child, and her first job was at Disneyland. I asked her why she didn't pursue an acting/singing career, and she said she wanted to eat. "The entertainment industry is more about who you know." So she had a day job and continued to act in community theater. The perks of being an accomplished actor/singer? She gets people calling her to take parts in their productions. Even though Frank and I had seen Debi in her recent production, I had no idea she had such a long history in theater. I'm always amazed when I sit down for a long conversation with one of our HOGs. Harley people lead more interesting lives than my regular friends.

Finally, it was time to get off the phone, as our puppy, Harley, was running circles around me with a huge branch of bougainvillea in her mouth. I asked Debi if she had any final words.

"It's about the experience. Going through the redwoods on a bike versus in a car, you can taste and feel cool air, and smell tangy pine. You're out in the environment with the wind blowing in your face. Riding leads to meeting great people, traveling to historical places that you knew about but never visited."

"Sometimes you're scared, but the sense of danger adds to the ride. You only live once and you've got to take some risks to really live it."

HD Chapter Manager Jim Bridges

West Coast Thunder was another success and with WCT XIX behind us, Sharon and I were able to finally get out to ride with the Chapter again. And what a ride it was! 15 bikes and 18 people rode to Utah where we climbed over 10,000 feet, rode across a Hogback, looked at canyons, breaks and the vastness of America.



We started with a ride through Cedar Breaks National Monument where some quickly realized that they should have packed more than a jacket. This canyon, or break, looks like the mountain just cracked open exposing beautiful red rock formations. We then ventured past Lake Panguitch to Bryce National Park and enjoyed the hoodoos from some amazing vantage points. And that was before lunch.

After lunch, we traveled on a new (to me anyway) road through the small town of Antimony with a stop in the wide spot in the road of Koosharem for some soft serve ice cream before heading to the Broken Spur Inn for a steak and a night of rest.

Sunday started with a great breakfast and then, surprisingly, an earlier start than planned when Patsy showed up ready to go at 8 AM instead of the much discussed 8:30 AM start time. We put the extra time to good use as it allowed for a couple of extra stops including one on the Hogback along the very scenic Utah Highway 12. Quoting from the official site of Scenic Byway 12: "As the asphalt clings to this thin razorback ridge of slickrock, the terrain spills steeply off to each side toward winding creeks and canyons below, where cottonwoods provide ribbons of green, gold, or gray depending on the season. Driving here is slow and cautious, but the vistas are incredible." We took our time with a leisurely pace dropping into the canyon below before ascending back up and another stop to see where we had been. This is easily one of my top five roads to ride.

After lunch at what I was told was a "real dive," The Galaxy of Hatch, we headed to Zion National Park. Unfortunately, because of minor mishaps and it was getting late, we only passed through this gem before wrapping up the day in St George. Despite some bumps, bruises broken ankles and a flat tire, it was another fantastic HOG ride. Great riding, great friends amazing views and many laughs.

We can't wait for the next ride.

Jim Bridges
Riding Academy Manager/Instructor
SCPO USN Ret.
Riverside Harley-Davidson
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www.riversideharley.com





West Coast Thunder News

Can you believe it? We just successfully finished the 19th year of West Coast Thunder. I am pretty sure that Pat Delahunty, Don Odell, Steve Aragon, Steve Cifelli, all of our other founders and early supporters like Jay Dabney, Chrissy and Bill Robbins, Brian and Kathy Bradford, Dave and Donna Gail Braly, Gene Hall, Bill Chamberlain, Dee Norman, Randy Cunningham and

so many others, never thought this amazing event would grow to the extent it has and that we would be able to celebrate giving the Riverside National Cemetery Support Committee over one million dollars..... BUT WE DID!

And it is thanks to every single one of you who support this great event each year by merely your participation, volunteering your time throughout the year and some on the Day Of. But every moment of support counts, even just telling people about WCT and inviting them to join us, is sincerely appreciated. There was a time, not so long ago, that when I spoke of West Coast Thunder in public, many did not know what it was. That has changed, most of the people at least will say something like, "Oh, that motorcycle thing on Memorial Day" or even better, they say: "We take our family out on the parade route and watch WCT every year." There is no greater feeling than to know, West Coast Thunder is making a difference in their lives, in our beloved community and in our financial assistance to the Riverside National Cemetery.

As some of you know, this year we were offered some accurate accounting of the numbers of Bikes that leave the staging area and along the route by Counts Unlimited. I will share this information and remind you that we are talking bikes, most of which are two up. These numbers may seem smaller than you may have heard in years past, but we only had the estimation by the police on the streets and no way of actually counting the bikes, we now have a baseline. Leaving the dealership, the count was 2,687 bikes from 9:00 to 12:00 Noon. Arriving at the cemetery the numbers of bikes increased to 3,204. We gained 517 bikes and you all know what that means these were "ghost riders" who jump in and don't contribute to our cause. However, we did not lose as many bikes going to the closing venue that we thought we might as that number was 2,467. Again, I have to remind you that the counters were only set up until 12 noon and many more bikes joined the parade and the Fairgrounds after that time. And we have often said that when we hit the main entrance of the cemetery, the last bike had not left the staging area at Riverside Harley-Davidson. Well, this year, we had a live feed, so we know for a fact that the last bike had not left the dealership when the WCT Color Guard entered the Perris Fairgrounds. Just think about that.....

Overall paid registration counts were down by merely 2% this year. It's the first time we went down in six years at all. We had been increasing anywhere from 200-300 registrations each year. This year we dropped 250 but anticipated we might with the change in parade route and venue. Next year, for our 20th Anniversary Year we anticipate that it will be a blow out. We have many great announcements coming soon, so stay tuned everyone.

Once again, but not nearly enough

THANK EACH AND EVERY ONE OF YOU FOR YOUR DEDICATION TO WEST COAST THUNDER!

Sharon Shannon Bridges,
Executive Director

What I Buy-Tire Monitoring by Jim Hoyt

This product review falls into the category of safety. I don't know about you, but I am particular about checking tire pressures on my vehicles, and even more so on the bike. However, the process of checking pressures on our bikes can be cumbersome, especially on road trips.

Enter the Tire Pressure Monitoring System, or TPMS. It is standard equipment from the factory on our cars, but bike manufacturers are slow to make it standard equipment on motorcycles. TIREMINDER, from Minder Research Inc., the # 1 TPMS provider in America, manufactures a system for motorcycles. From the website:

"The TireMinder® Motorcycle TPMS monitors up to 4 tire positions from 0 to 80 PSI. With the free TireMinder App, you can view each motorcycle tire's pressure and temperature simultaneously, while stationary or in motion. The external Bluetooth transmitters are connected to the valve stems and feature replaceable CR1632 batteries. Prior to riding, the TireMinder Motorcycle TPMS can request tire data from each external transmitter, removing the need for a tire gauge."

The Good: Easy to install, just set your individual tire pressures before installing the Bluetooth transmitter to the individual valve stems, and tighten the lock nut. Follow the instructions to install the free app for your phone and then connect to the transmitters. Your set tire pressure becomes the "BASE" reference pressure for all notifications. Say for example my front tire's base is set to 36 lbs. If the tire pressure decreases for some reason, I receive a notification. I really like the system while I'm out on a road trip as I can check my tire pressures and temperatures at each fuel stop and first thing in the morning before leaving the hotel. The transmitter batteries are said to last about a year, are easy to replace, and spares are included with the kit.

The Bad: I have only had the product for a couple of weeks so not much experience to report here. The app runs silently in the background so when I'm not on the bike I shut it off. When turning the app back on it can take about a minute or two to reconnect to the transmitters.

The Ugly: I had a transmitter fail in the first week of use. It was quickly replaced without complication at the place of purchase. There is a 1-year warranty from the manufacture.

At \$79.99, or \$66.77 at Camping World if you're a member, I believe the cost is reasonable for the peace of mind and convenience. No more having to get down on the ground to check the rear tire pressure in the hotel parking lot! Check out the website at minderresearch.com for additional information.



What I Buy- Communication by Dennis Palmer



Riding solo or with a few people makes for a good day, however I, like many others, find enjoyment in large group touring. There are so many values to touring that we don't get in a car. I think for the passengers first and foremost, is the fact that they don't get carsick. At least that's my experience with my passenger. Of course, there's the obvious sites, smells, and sounds, things that you don't get to experience when you're in a cage, available as we ride our motorcycles.

When riding with other motorcycles we take on the group mentality. There are rules for signals, road position, speed, and turns. There is one thing that can ruin a ride quicker than anything, and that is lack of communication. Of course in the past bikers rode without it, but with the vast difference in skill levels and experience in large groups communication is a necessity.

Today there are plenty of types of communication devices on the market, such as handheld, helmet installed, wireless and wired etc. However, with so many devices, we run into the problem of compatibility. Take the Sena for example. Even with their best product, you can only connect to eight riders, and in larger groups that will leave a lot of folks without communication. Other downfalls with Sena range from noise, software glitches and line of sight. The Sena system and most other Bluetooth headset devices are always on, which means they pick up the ambient noises from around the rider, such as exhaust from the rider in front, music from the bike, road noise etc., and you really cannot tune that out. Also, the main issue is with line of sight and Sena is really only good for up to a mile and will not work around blocked bends on curvy roads when there is a mountain between them.

So that brings me to what I think is the best form of communication between riders. The CB Radio. With proper set up and tuning, a CB radio setup, compact enough to fit on our bikes, can reach a usable range of up to 4 miles. That range is excellent for those who might fall behind and need help before it's too late and they lose signal. It is also excellent for solo riders as there just are too many places that we like to that have no cell signal and a long walk to civilization.

Let's talk about the CB radio that can be installed though Harley Davidson. Good product, sturdy, meant to take the vibrations and bumps that the motorcycle experiences during a long ride. At short distances with the Harley Headset it comes in loud and clear with good crisp signal, but as the distance between riders increases the signal becomes weak and spotty. Primarily the reason this happens is the antenna set up. The stock CB comes with a stock antenna that can not be adjusted. Each antenna must be matched not only with the CB but also with the metal on the bike. Some mistake this as ground, but it is much more than that. The Stock CB antenna is matched by using the coax at different lengths depending on the bike. Once matched and installed, the antenna can not be altered.

Aftermarket antennas can be matched to the bike, CB, and the channel range you want to use. Most Harley CBs are matched to the middle of the band, or in other words channel 20. Truckers use 19 and 21 because they have their systems matched to those, the middle of the band which is the strongest signal. Think of the antenna as a tuning fork in Middle C. If you hit a C with the fork close,

What I Buy– Communication cont.

then the fork will resonate, hit a D and it will still resonate just not as strong, E and its even less, etc. The further from C that you get the weaker the fork will resonate, the further away from your strongest channel on the CB the less strength will leave your antenna and will continue until the strength will just return to the CB which is not good for the circuitry. See the Graph below, on the left is the SWR reading, the higher the number the more strength (signal) you will lose to being returned to your radio. On the bottom is a listing of the Channels on a 40 Channel CB.

This graph is based on the CB matched at Channel 20, which is the common match. Most Harley-Davidsons are matched as close to this as possible but they can not be changed without cutting or lengthening the coax. At an SWR of 1 you are using the strongest signal you have, at 1.5 you are losing half of the available power to you and close to or over two and you are possibly damaging your radio if you key up to long. This also shows what could be a mismatched calibration as channel 1 and channel 40 should be on the same level. I used this graph to show what happens to stock Harley antennas when a professional meter is not able to match the antenna to optimum performance. Now, with other antennas, such as the popular Firestick, you can match or calibrate the antenna to move the signal strength over to either side to get better power at different channels. I have had mine calibrated to when 1.0 is at Channel 30, so the optimum channels for me would be 25-35.

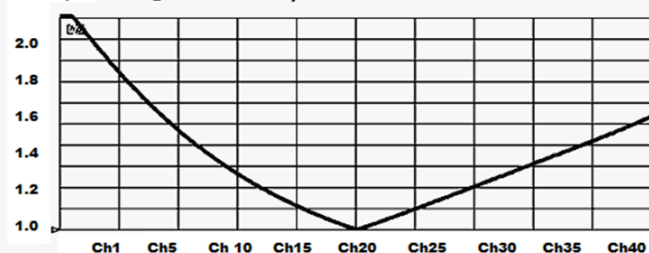
The reason this is most important is at the range most riders use, channel 40, is the least optimum channel to use. Remember, the closer to middle C you get the stronger your signal will be as the antenna sends out 90 to 100% of the signal strength at 1.0. The Radio will work well at channels around your middle point but the further away from the mid-way point (no way knowing what that is with antennas that can not be calibrated) you get, the weaker the signal. Therefore, the channel used the most, Ch 40, is also the weakest channel available. As a group maybe an alternative channel should be used. Good thing that the CB Radio, although will always be useful, is not as popular as before, so there are plenty of channels in a good signal range that are free.

This entire Tech lesson is based on the fact that there must be communication with the bikers to make the ride more enjoyable and in order. Even myself, I enjoy listening in on the conversation and knowing what's going on around the group, and if I want to talk to an individual I can instruct them to change to a different channel. There are so many uses for the radio that are available but we need to know how to use them before we can make them a great tool.

For those that do not have the CVO or installed Harley CB, like me, there are options to get set up. I have set myself up with a hand-held radio and installed antenna that I can get 2-4 miles of good signal with... That is communication in my book. We need Communication!!

Graph showing example SWR response

SWR (Standing Wave Ratio)



From the Editor's Desk

Jodi Rizzotto

This is an article I wrote a few years ago, but recently accepted for publication sometime this summer by Blacktop Passages, an online travel magazine:

Cook's Corner

"Let's ride," the road captain called out. My husband and I threw on our helmets, and jumped on our Harley Ultra touring bike. When the HOGs moved, you'd better move quickly or get left behind. I held on tight as Frank upshifted through his gears to keep up with the other eager riders.

"You're okay?" he asked through our intercom.

"I'm fine," I said, holding on with my knees as I tried to pull on my last glove. The motorcycles zipped through the gauntlet of traffic lights and stop signs, growling with anticipation, until our leader threw up the hand signal to turn onto a back road.

This little used two-lane strip of asphalt led us through our city's backyard; each turn contrasting cobbled together mobile homes with spreading mansions. Wrought iron fences allowed glimpses of apartment sized travel trailers, boats, vintage cars, and off road vehicles. The next turn revealed boarded-up shacks, broken down cars, and other artifacts left behind when dreams failed.

The line of Harleys ahead of us began to climb a steep mountain, and I peered nervously over the edge. Not for the first time I was glad that my husband was an experienced rider so that I could enjoy the ride without the responsibility. Beyond the unguarded edge, the lake lay shrouded in blue mist. Quickly I looked up, the snowcapped mountains to the north making me squint through my shaded visor. Yesterday, my boots crunched in January snow up in those mountains, but today I rode behind Frank enjoying 60-degree sunshine. Again I was reminded why Californians find it difficult to be transplanted to other states.

When we gained the top, the Harley pack threaded through the narrow pass between peaks. Tree-covered mountains tumbled before us like the folds of an enormous quilt. The forest kept its secrets as we sped past, riders focusing on their turns.

"Coming up on our left," Frank warned me. A gust of wind buffeted our bike as two impatient sport bikes squeezed by us in our lane, determined to push the boundary between capability of their motorcycles and eminent death.

Curve after curve cradled our descent, and finally the mountains spit us out at the bottom. I shook out my stiff shoulders and relaxed my grip on Frank's waist. The road would not remain straight for long, and after a few traffic lights, we plunged into an even narrower canyon.



From the Editor's Desk (cont.)

Crowded groups of large houses gave way to ranches nestled under towering oak trees. Bicycle riders in full racing gear shared our mud-streaked road. I firmly planted my boots on my floor pedals so that I wouldn't bump into my husband's helmet on the hairpin turns to the bottom. A flash of chrome through the trees signaled the end of our journey, Cook's Corner.

"Better get down now," Frank said. I slid off the bike and watched him wait patiently for his turn to park next to custom choppers, full dresser cruisers, and lean sportsters. Live music called to us from the patio, the aroma of hamburgers and fries making my stomach rumble. Instead of the small biker bar I was expecting, we found an open air flea market of leather motorcycle clothes, accessories, and parts.

After lingering over items we still didn't have, we finally made it to the restaurant. Inside, bearded men crowded at the bar, cheering at the football game. An older gentleman in a wheelchair, and bikers wearing patches from various motorcycle clubs patiently waited in a long line that led to the ordering counter. The buzz of conversation created its own energy, making the tiny restaurant into an event more than a barbeque joint.

After picking up our food, Frank and I joined our group seated at a redwood table outside. The band cranked out classic rock on the patio a few steps above us, but we were far enough away to hear each other.

"Great ride," the new guy, Dave, said.

"I always love coming here," Dan, our road captain agreed. "The road with the oak trees hanging over it makes it feel like you're traveling through a tunnel."

"It's not just bikers here," I whispered to Frank, as I looked around. He nodded his head, his mouth full of a juicy burger. When he was able, he added, "We're all adventurers here."

A table of motorcycle club members sat near a table of bicycle riders. Young sport bike riders in neon green gear drank matching energy drinks with their barbeque sandwiches. Grey bearded riders huddled over their beers at a high counter. Our long table filled with leath-
ered up riders that during the week were teachers, office workers, and contractors.

In another setting, these different groups would not be comfortable sharing space. Judgments about lifestyles and generations had no place here. Not all who journeyed here were motorcyclists, yet all shared the love of a sunny winter afternoon journey. For this moment, it was enough.



From the Road: Utah



Progressive Ride



ACTIVITIES CALENDAR

Also look for weekly email blasts for updates and changes

| DATE | TIME | DESCRIPTION | LOCATION |
|------------|------------------------------|---------------------------------|----------------------|
| July 7 | 9:00 a.m. | Ride to Cook's Corner | KSU 0900 RHD |
| July 12 | 7:00 p.m. (Tacos at 6:00) | I.E. HOG Chapter Meeting | Riverside Elks Lodge |
| July 13-16 | TBD | Sierra Tour Overnighter | TBD |
| July 19 | 6:00 p.m. | Dinner ride- American Roadhouse | RHD |
| July 20 | 6:00 p.m. | Activity Meeting | Patsy's garage |
| July 22 | 9:00 a.m. | Reagan Library | RHD |
| July 28 | 9:00 a.m. | GAR Rainbow Oaks | RHD |

HAPPY BIRTHDAY!

June

Tom Willison 6/1
Lorena Coulter 6/2
Debra Lavine 6/3
Jay Michaels 6/13
Chuck Baugh 6/24



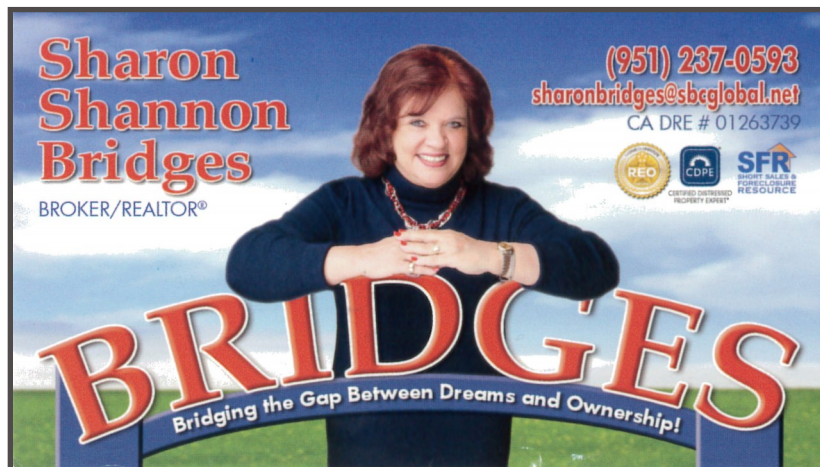
July

Diana Hall 7/1
Les Hitchcock 7/2
Dawn Clem 7/4
Sheryl Watson 7/4
Bob Kirk 7/8
Maria Schaeffer 7/9
Dave Maw 7/23
Susan Fischetti 7/25



A Word from our Sponsors

If you want to have your business card included in The Handlebar Star, contact Monika Staub for more details.



2018 IE HOG OFFICERS

ELECTED OFFICERS:

| | |
|-------------------------|-----------------|
| Director | MITCH LAVINE |
| Assistant Director | MICK HAMMER |
| Secretary | LAURA MAW |
| Treasurer | MONIKA STAUB |
| Ladies of Harley | MARIA SCHAEFFER |
| Head Road Captain | DAN ALEXANDER |
| Immediate Past Director | DAVE RUSK |

APPOINTED OFFICERS

| | |
|-------------------------------|--------------------------------------|
| Activities | PATSY MATA-HAMMER |
| Blood Drive | KATHY BRADFORD |
| Chapter Historian | JIM SPICER |
| Chapter Photographer | MARINA SPICER AND DEBI TUIOLOSEGA |
| Media Officer | SEAN SCHOEPPNER |
| Membership | SCOTT SCHAEFFER AND JEFF STAUB |
| Newsletter Editor | JODI RIZZOTTO |
| Safety Officer | JEFF STAUB |
| Sergeant-at-Arms | BILL GRILJALBA |
| Riverside H-D Chapter Manager | JIM BRIDGES |
| WEBMASTER | PETE LECLAIR |