

THE HANDLEBAR STAR

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

JUNE/JULY 2017





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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**

ASSISTANT DIRECTOR
Mick Hammer



A Warm Hello to all of I. E. HOG,

I don't know if you've noticed, but I do believe summer has arrived. Is it just me or does 104 degrees feel hotter than when we were kids—must be that global warming thing some people keep talking about.

Well it sure was a lot cooler riding through Utah a few weeks ago. Several of us, lead by Jim Bridges, made our annual trek north to the great state of Utah, and except for a little wind we could not have asked for better conditions. Jim put together a great route. A combination of familiar old roads along with some unfamiliar areas that have become new favorites. Once again proof that the best way to get to meet great new friends is an Inland Empire HOG Overnighter.

Now that I have mentioned overnights, I would like to take this time to thank everyone that participated in our Activities meeting last week. 31 HOG members showed up for the challenge of putting together 7 months' worth of rides that will carry us thru January of 2018. We were able to plan 2, 3 and 4 day overnights as well as some great get acquainted rides. We have our annual summer progressive ride calendared with new people volunteering their homes for stops as well as a few mid-week evening dinner rides, and of course some pretty great day rides as well. It's always Patsy's and my pleasure to have the chapter over for a fun evening of booking rides, spirited conversation, and laughter. A big Thank You to Mitch for manning the BBQ with 97+ temps. Our director is always willing to go the extra mile.

I would like to take this time as well to thank the chapter as a whole for the great support and participation in all of our rides and events. It is so rewarding for me to see the group interacting and having a great time together weather on a ride, a meeting, or volunteering for an event big or small. It is a pleasure being your assistant director. I am having a great time with it. Thank you one and all.

HEAD ROAD CAPTAIN

Dan Alexander



It is great to see the participation we are getting on all of our rides, even the alternate rides when there is an overnighiter scheduled. Unfortunately days are getting warmer and it can't be said enough that we need to make sure that we drink lots of water during the ride and many days before. If you ride two up, you also need to make sure that your passenger is drinking plenty of water too. Cool vests are a nice accessory to have since we do live and ride in/near the desert. There are many manufactures that sell these including the "Motor Clothes Dept" at Riverside Harley.

Prior to going on a ride, we should follow the Motorcycle Safety Foundation's T-CLOCS bike inspection checklist and do an inspection. Most of us just get on and ride, but we really need to make sure that our bikes are in good working order to avoid any type of breakdown.

Here is what the acronym T-CLOCS stands for:

- T - Tires, wheels and brakes
- C - Controls, levers, throttle, pedals
- L - Lights, electrical, turn signals, brake lights
- O - Oil, brake fluid, oil leaks
- C - Chassis, frame, suspension, bolts, drive belt
- S - Stands, jiffy stand

If you are unfortunate enough to break down while out on your bike, as a member of HOG one of the benefits is towing. 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 rent 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

We have a lot of fun rides coming up, for information on these rides and more, always check the weekly email blasts or the calendar at www.iehog.com as sometimes things do change.

Be safe and have fun doing it!

Screw it! Let's ride!

Ladies of Harley Officer

Lynell Weller



The Sun is out and blazing away.....

I hope everyone is enjoying the great weather we have be blessed with, and I hope you're all clicking down some serious miles. With lots of rides on the calendar I hope to see you all joining us for fun times and socializing events.

Our Halloween Party is set for Saturday October 28, 2017. It will be a fun and scary affair at the Bridges Home once again. Put those costume ideals to work and get dressed up for our costume contest. This event is also a bring your own drinks and a munchie style dish, desserts or something spidery to eat. This is an event your won't want to miss.....so mark your calendar.

FYI.....Our Christmas Party is also set for Saturday December 9, 2017.

More information will be following up in our email blast and an evite. So look for them and mark it down.

I will sign off with..... see you on the next ride.

Secretary

Laura Maw



Wow, what a powerful couple of months we just completed! May and June were packed with exciting events and rides.

On Memorial Day, West Coast Thunder, once again, was a HUGE success, thanks to Sharon Bridges, the WCT board members, Riverside Harley owners and staff, and the hundreds of volunteers. Sharon saw to every detail, what an amazing woman, and with a smile on her face. What a wonderful experience it was!

Then in June, a great group road to beautiful Utah. The weather was hot and windy and then cold and windy, but we all had a wonderful time. The beautiful rock colors and formations were breath taking...reds, oranges, yellow and greens, wow! That's all I can say, WOW!

I bought a new 2017 Street Glide on Memorial Day weekend, one year after I bought a new 2016 Street Glide. People think I am crazy and spoiled, and I suppose I am! David has to put up with a lot, but I want you to know, that was the best decision I made. I could never say I loved my new bike, like I always said about my Heritage Softail. I never felt comfortable riding the 2016 Street Glide. I can't explain it, but the ride of the 2017 is fabulous!! I now can say... "I LOVE MY NEW STREET GLIDE"!!!!!! It really glides. If you are interested in getting a new bike, I can tell you the 2017 Street Glide rides like a dream. Thank you Harley Davidson for whatever changes you made to the 2017's. I feel very secure and in control of my new wheels. Also, thank you Riverside Harley Davidson for the deal!!

I hope to see many of you on our next over-night ride to the Sierras. It should be a beautiful ride, also. See you on the road and at the next IEHOG meeting.

Safety Officer Wishbone Rusk



Experience Alone Does Not Always Work

A couple of weeks ago, I was at the dealership when I struck up a conversation with a guy who was taking delivery of a new Ultra. The guy was into his mid to late 40's and he told me he's been riding for 20 years, and this was his 4th new Harley. He said he had an 13 Ultra, but some clown turned left in front of him and he had to "lay her down." (He had an accident to avoid an accident.) The bike was totaled, and he had a broken leg which he said was now in good enough shape that he could start riding again. I then asked him if he had ever taken any rider training courses. He looked at me like I was crazy and said, "I've been riding 20 years, that's enough training for me." I then watched him as he duck-walked his bike around a U-Turn a Greyhound bus could have easily made, and then saw him drag his feet about 100 yards through the parking lot and out onto the highway.

It made me think of something an instructor recently told me. He said he teaches the an Experienced Rider course and that he sees a lot of people who think they are good riders because they've been riding 20 or 30 years. The instructor said what they really have is one year's experience 20 or 30 times.

That made a lot of sense. In other words, a rider gets to a certain level and then never improves any further, but instead, keeps repeating the same mistakes over and over again. Now, if you're driving a car, you can get away with a lot of mistakes for a lot of years before it catches up with you. But on a bike, there's usually no such thing as a little fender bender. In almost every crash on a motorcycle, you're going to get hurt or even killed and your bike is going to be a mess, if not a total wreck. The point is, don't fool yourself into thinking you know what you're doing just because you've been riding for a lot of years. Look at it this way. If experience was all you need to be a good driver, then that 80 year old guy blocking the left lane of the highway with 60 years of driving under his belt, should be able to easily win the Daytona 500 should he choose to since he has far more experience than most of those young whippersnappers in NASCAR, right? Of course not!

Those young experienced NASCAR drivers have received the best training available and constantly practice and improve their skills. Now, the old guy with all the experience, like you, the experienced rider, can cruise on down the road just fine, until something unexpected happens. Then, all he and you can do is jam on the brakes and hope for the best. The highly trained driver or rider can rely on his skills and training and probably can avoid the crash altogether instead of "laying her down," (in other words, to avoid the crash). Now, it's true, you can't avoid every crash, but it sure would be nice to avoid most of them.

If you are a smart person then you have had some form of training to become smart, as smart riders get training.

Keep the Chrome side up!

IE HOG Chapter Manager

Jim Bridges



What a ride! Utah again exceeded all expectations. The scenery is amazing and the friendships are better. The overnight rides are where we really get to know each other a little better and develop common interests.

When we are out riding all day, there are some things we can do to enable us to spend more time riding and less time hanging out at gas stations. As a rule of thumb, whenever a group of bikes stop, it takes 3 minutes per person to get back on the road. So if we are rolling with 20 people, that's one hour per gas stop. How do we keep on schedule? First, be prepared. Fill up the night before along with any supplies you may need (water etc.) or get up early and be ready to go (fueled) at the agreed departure time.

How can we be more efficient at gas stops? When you roll up to the pump, passenger gets off and uses the facilities while the rider fills up. Once filled, pull away from the pump. This is especially useful when traveling alone. The rider is with the bike while passenger is using facilities. Then the passenger can watch over the bike while the rider takes care of business.

When it is time to roll, get the gear on and go. We pay a lot of money for these bikes and they look best when rolling down the road. And while rolling down the road, be sure to keep proper spacing. When on straight roads, interstate etc., we, as H.O.G. members, ride in a staggered formation. This means you should be two seconds behind the person directly in front of you and one second behind the person to your side. Be careful not to target fixate on the person in front. Keep your eyes moving and watching for obstacles (including your fellow riders). Once we get into winding roads, that we often refer to as the "twisties," we change riding formation and go single file. In this format, you are now directly behind whoever was in front and to the side and keep that two second space between you and the bike in front. This is when things can get tricky. You need to focus on YOUR ride. It is very easy to just follow the person in front of you, but you must always be alert and focused, so you can break that monotonous fixation, and ride your own ride making safe judgement calls.

These are just a few of the rules/guidelines/hints that I have picked up over the years of group riding in order to make it more enjoyable for all. Think about what you can do to make our rides a little better, a little smoother and get more time on the road instead of sitting at the gas station/pit stops. Always ride safely and we'll see you on the road!

Jim Bridges

Riding Academy Manager/Instructor

SCPO USN Ret.

Riverside Harley-Davidson

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www.riversideharley.com

WCT XVIII Success again!

Thank you all for another GREAT West Coast Thunder this year! As we have stated time and time again, we could not do this event without all the amazing and dedicated volunteers, loyal sponsors and enthusiastic participants. So thank each and every one of you who helped in some way. Because every little bit of help is sincerely appreciated.

We exceeded the numbers again this year in PAID participants to 4,518. And yes, we know, and hear how there seems to be so many more bikes than that in the parade and truth be told, there is ...and I won't get on my soap box again about all the ghost riders who join uninvited into the parade. We just pray each year that they will jump in safely and not disturb some of our less experienced riders who just want to enjoy this motorcade in honor of our fallen heroes.

By now, we think you have all heard that this was our last year to have the tribute closing concert at Soboba Casino's outdoor arena. They are building a new casino by their golf course and it was time for us to look for another venue. We have signed on with Perris Fairgrounds for West Coast Thunder 2018. The parade route has not been approved yet so we will save that information until we have made arrangements with Perris and the police who will be part of the planning committee. We will be announcing many new things in the months to come, so watch the WCT Facebook page.

We had marketing personnel from Harley-Davidson Motor Company taking pictures and doing quick interviews etc. for the past month or more. We also had a drone overhead taking photos and we had our favorite IE HOG Photographer, Dan Alexander taking pictures, so there are hundreds of pictures to review and send out, so watch the website and our Facebook pages for the photo history of a great WCT XVIII.

If you did not get one of the WCT event shirts this year, we do have some available sizes for sale (just \$20 each) in the motor clothes department at Riverside Harley-Davidson.

Thank you again, on behalf of our fantastic WCT Board, Riverside Harley-Davidson's hardworking staff and all the volunteers who have given so much of their time these past 8 months. I'd like to say that our work is done, but we have already begun the long process of closing the 2017 books and working on all the changes for next year WCT XIX.



Sharon Shannon Bridges,
WCT Executive Director

Blood Drive

Kathy Bradford



The next Blood Drive is 7/08/17; meet at 8:30 am for breakfast at Denny's, 3530 Madison St., Riverside, and then we will head over to LifeStream, 4006 Van Buren Blvd, Riverside.

I want to thank all who met for breakfast on May 13: Kevin & Carol, Sharon B. Mick H., Dan A., Mitch L., Earl & Diane, Jay M., Nervous Glenn, John & Dawn, Steve D., & Larry H. Jay, Steve & I were able to donate this day. Of Course Kevin & Carol as well as Papa Duane, Gene & Chuck, donate regularly on their own schedules! And always a mention re Nervous Glenn's 10 gal accomplishment!

Donation of 'whole blood' is the most common type of blood donation, but there are a few other types of blood donation. Donation types include:

Blood (or Whole Blood)	Platelet Apheresis
Double Red Cells	Plasma Apheresis
Autologous	Directed

We'll cover two in this article.

Blood (or Whole Blood) Donation



This is the most common type of donation, during which approximately a pint of 'whole blood' is given. The blood is separated into transfusable components – red cells, plasma, platelets and/or cryoprecipitated AHF.

This type of blood donation usually takes about an hour, though the actual donation takes about 810 minutes. You are eligible to donate 'whole blood' every 56 days. The donation itself is about 20 minutes, sit in cantina area (no booze!) have a juice, water & cookies for about 15 minutes, then be on your way for the rest of the day!

Platelet Apheresis



Platelet donations are collected at select American Red Cross Blood Donation centers only. During this type of donation, an apheresis machine collects the platelets and some plasma and returns the red cells and most of the plasma back to the donor. Platelets are a vital element of cancer and organ transplant treatments, as well as many surgical procedures as they help prevent massive blood loss. A single donation of platelets collected by apheresis can constitute one or several transfusable units, while it takes about four to six whole blood donations to constitute a single transfusable unit of platelets.

The donation takes approximately one and a half to two and a half hours.

Bleed There! July 8th

MEMBERSHIP

Bob Kirk and Maria Schaeffer



I want to thank everyone for renewing their memberships in our Chapter by the end of May. We still have a handful of folks who haven't renewed yet but have assured me they would be renewing within the next couple of weeks.

I don't know if it's because of Membership (well, Maria that is) attending the Bike Nights at RHD, or because of new Harley owners receiving free membership with their purchase or a combination of the two, but we have had six (6) new members join IEHOG in just the past two months!

They are:

Patrick Akes, Greg Baucom, Robert & Laura Lopez, Scott Mattson, and John "Chili" Palmer

Welcome to the Inland Empire HOG Chapter!

Our current roster membership stands at 125 members. Also, if you have not done so yet, please remember to renew your National membership as well.

You must be a current National HOG member to be a member of IEHOG. You can log into our IEHOG website and click on National HOG. You must be the owner of a Harley motorcycle and supply your VIN. National dues are \$49 for 1 year, \$93 for 2 years.



With your IE HOG membership, you can plan our rides at our quarterly activities meetings at Patsy's Garage.

WHAT I BUY

James Hoyt

gadg:et, noun: a small mechanical or electronic device or tool, especially an ingenious or novel one.

I love gadgets, whether they be for my car, kitchen, camping or, of course, my motorcycles. In this column, I will be sharing my opinions of the good, the bad and the ugly of the gadgets I have purchased for my motorcycles.

When Diane and I are not on our 2014 Tri Glide, I ride a 2014 XL1200T Sportster. Small in stature, it's fun to ride, but has some limitations. One of those limitations is the absence of a helmet lock. This became an inconvenience because every time I'd park the bike on a ride, I'd have to carry my helmet inside with me. It's not just potential loss of the helmet, but combined with the expense of the Bluetooth communication device on it, it would be costly to replace.

I researched helmet locks extensively online, then ran across Lidlox at a booth run by the designer at Bike Week in Arizona. This lock was developed and manufactured by Matt Mrdeza, an aerospace engineer, pilot, and motorcycle enthusiast. I was so impressed with Matt's presentation that I bought a two-pack of the bolt mount version so I could install them on both bikes.



(What I Buy cont.)

The Good: Lidlox is small, convenient, and easy to install. The bolt mount version mounts to the clamp bolt on either your front brake or clutch levers, and the installation directions are very easy to follow. All mounting hardware is supplied. It's also smaller than many typical after market locks that I researched, taking up minimal space and remaining out of the way. The lock allows you to hang your helmet over your mirror, so that it's not just dangling from the lock, but resting instead on the mirror. Place your helmet D-ring into the lock slot, push the button, and voila! Your helmet is securely locked to your bike. No need for a key to lock it on. To remove it, just put the key in the slot, twist it half a turn, and your helmet is released. It really couldn't be any easier or more convenient.

The Bad: Lidlox uses a key, so it's another thing to keep track of. It also only works on a D-ring-type strap. So, if you already have a quick-release-type strap, this won't work for you.

The Ugly: At a retail price of \$90 for two, it's a little steep.

All in all, I'm happy with my Lidlox. Yes, I had to give up my quick release helmet strap, but it is a worthwhile trade, in my opinion. I can easily and quickly secure my helmet on either bike when I'm parked somewhere during rides. When I'm out on the Sportster, I don't have to haul my helmet around when I'm off the bike, and on the Tri Glide, it frees up space in my Tour-Pak for other "essentials" that Diane makes us carry.



From the Editor's Desk



Under the Thunder

The moon cast ghostly shadows on the asphalt as my husband backed our Harley into the curb on a deserted side street. I yawned in spite of my racing heart. Four thirty in the morning is not the usual kickstands-up time for a HOG ride. Clutching my thermos of coffee close to my leather jacket like a favorite teddy bear, Frank and I walked down the row of k-rails to a table. This was our first West Coast Thunder, and we had chosen to see it from a volunteer's perspective.

Slowly others joined us, zipped up in jackets against the breaking day chill. "Gather round," our leader called and we pressed closer for last minute instructions. Everything was organized to make sure that riders that registered this morning would move quickly through the lines and get set up for the ride. Since midnight, teams had been tirelessly working, setting up the rails and blocking off the streets in order to stage thousands of motorcycle riders for the parade.

Our marching orders given, we scattered to our tables with our box of registration forms, credit card machines, and cash box. Monica and Jeff were the other couple assigned to our table, for which I was grateful as she had already been doing registration before the event.

The sporadic growl of engines disrupted the early morning silence. The sun emerged and everything was bathed in a pale pink glow. Suddenly we were in business as a long line of bikers wearing the same colors pulled up and parked in front of us. Beyond them, on the other side of the rail, prepaid riders were riding up to their spot in line.

Monica and I pointed at the places on the forms that needed to be completed and signed. We passed out headlight stickers, drawing tickets, and concert tickets. As our line grew, Jeff and Frank greeted riders and collected money.

(From the Editor's Desk cont.)

In the variety of faces we saw that morning, there was one common factor. Whether young or old, male or female, married or single, all reflected the same respect. Respect for our military, those who serve, those who had served, and those who gave their lives for their country. No matter what political view they might hold, today's parade was for those who made the ultimate sacrifice.

Hour after hour passed, and the rows of rails were jammed with all types of motorcycles. A hum of thousands of conversations hung over the cluster of chrome and metal like a gigantic bee hive. I wondered if there would be enough room for everyone, but the bikes kept coming. In the midst of the excitement, HOG officers rode around on golf carts, picking up cash, delivering pastries, and checking on us.

Finally, we got the signal to shut down and join the party. Frank fired up our bike and we circled around the block to find the end of the prepaid riders' line. At first I thought we would take off right away, but this was the next stage of waiting, as the color guard ceremony and other festivities up at the dealership were still playing out. Later I would look at the video that other HOGs made and entertain a twinge of regret. If we hadn't been doing registration, we could have been up there with our other HOG friends watching the show.



Squinting in the bright morning sun, I finished my last sip of coffee and looked around at the small group of volunteers ready to ride. Even though we were some of the first people to arrive, we would ride around the middle of the pack. But West Coast Thunder wasn't really about the ceremonies, or even the concert to follow later. It was about remembering those who had served our country, who probably never received honor during their lives. Perhaps the best way to honor them was through serving others.

ACTIVITIES CALENDAR

Also look for weekly email blasts for updates and changes

DATE	TIME	DESCRIPTION	LOCATION
July 1	9:00 a.m.	Black Sheep Breakfast	Original Pancake House,
July 8	8:30 a.m.	Blood Drive	Denny's on Madison
July 9	10:00 a.m.	GAR Oak Glen	RHD
July 13	7:00 p.m. (Tacos 5:30)	Chapter Meeting	Riverside Elks Lodge
July 14-17	5:00 a.m. (6:00 a.m.)	Sierra Nevada Tour Over- nighter (3-4 nights)	Mr. Blues McDonalds (138)
July 22	9:30 a.m.	Big Bear	RHD
July 30	9:00 a.m.	Palomar Mountain	RHD

June

Tom Wilison 6/1
Debbie Lavine 6/3
Jay Michaels 6/13
Chuck Baugh 6/24



HAPPY BIRTHDAY!



July

Diana Hall 7/1
Les Hitchcock 7/2
Dawn Clem 7/4*
Sheryl Watson 7/4*
*(Yankee Doodle Dandy)
Bear Walton 7/7
Bob Kirk 7/8



A Word from our Sponsors

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

A business card for Sharon Shannon Bridges, a Broker/Realtor. The card features a photo of Sharon, a woman with red hair, smiling and standing in front of a large sign that says "BRIDGES" in large red letters. Below the sign, it reads "Bridging the Gap Between Dreams and Ownership!". The card includes contact information: (951) 237-0593, sharonbridges@sbcglobal.net, and CA DRE # 01263739. It also displays several professional logos: REO, CDPE, and SFR (Short Sales & Foreclosure Resource).

A business card for Mike "Mick" Hammer, General Manager of HAZ MAT Trans Inc. The card features the company name "HAZ MAT Trans INC." in large, stylized red and white letters. Below the name, it provides contact information: (909) 889-5607, Fax: (909) 884-8966, 230 E. Dumas Street, San Bernardino, CA 92408, and the website www.hazmattrans.com. The card also includes Mike's name and title, and his contact information: mikehammer@hazmattrans.com and Cell: 909-225-0586.

2016 IE HOG OFFICERS

ELECTED OFFICERS:

Director	MITCH LAVINE
Assistant Director	MICK HAMMER
Secretary	LAURA MAW
Treasurer	KEVIN MARQUIS
Ladies of Harley	LYNELL WELLER
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
Media Officer	SEAN SCHOEPPNER
Membership	BOB KIRK & MARIA SCHAEFFER
Newsletter Editor	JODI RIZZOTTO
Safety Officer	WISHBONE RUSK
Sergeant-at-Arms	SCOTT SCHAEFFER & CHUCK BAUGH
Riverside H-D Chapter Manager	JIM BRIDGES