



Gruene HOG Newsletter

September/October 2014



If you missed Lyle Delasky's Rocker Ride, you really missed out. He took us on a trek which included some roads we haven't been on that skirted Austin and Lake Travis and ended up in Marble Falls. We were blessed with good weather, cooperating traffic and had an all around great time. We look forward to lots of great rides from you Lyle! Well done!

Be sure to congratulate Charles Thomas as well. He successfully led his Rocker Ride to Bills Burgers Wings and Things in Burnett. Durnitt I didn't get to go!



TCLOCK

continued by
Matt Gardner
Safety Officer

T-CLOCK is a mnemonic developed by the Motorcycle Safety Foundation for assisting you in doing a comprehensive pre-ride (or a pre-purchase) inspection of a motorcycle. It is easily memorized and very useful. The individual letters stand for the specific areas to check: Tires, Controls, Lights, Oil, Chassis, Kickstand

This edition we will cover O for Oil. Actually, the term oil covers all the fluids on the bike. There is engine oil, transmission, primary, forks, brake fluid and, on some models, clutch fluid. Oops almost forgot coolant (still getting used to that). And no, there is no such thing as blinker fluid. Be sure to review your owners manual for correct checking techniques. I.E. bike upright or on the jiffy stand, cold warm or hot. Always use a clean rag when wiping the dipsticks as you don't want to get any dirt into the unit you're checking. How often do you need to check a particular oil? My owners manual actually says to check the engine oil every time you fill up the fuel tank. Brake and clutch may be best left to a professional, not just as a safety issue but if you spill brake fluid on your paint it can be ruined. You certainly don't want to put the wrong fluid in anything either. For instance not all brake fluids are compatible. Wrong brake fluid can cause the seals to swell and the brakes not to work. Unless you have a leak on the transmission primary or forks there is not much need to check them except during regular service.

Be sure you know what you are doing, there is nothing wrong with asking questions. Don't take chances, don't let anything get low and don't overfill anything. And remember there is nothing wrong with leaving some things to the professionals!



The following article was originally published in the Fall 2011 issue of Chapter Officer News. Because members change each year, it bears repeating...

The Harley Owners Group® logos you wear on your vests and jackets are intended to be worn with only one rocker – a top rocker proudly displaying your local Chapter name. Article X “Trademark License” (#4) of the Annual Charter for H.O.G.® Chapters states: “The current H.O.G.® eagle logo shall be displayed only with the official Chapter name, which official Chapter name shall be displayed above the H.O.G. eagle logo and within the official H.O.G. Chapter chevron as depicted to the right.”

Wearing a lower rocker conflicts with the trademark license granted with the Charter.

In the US the abbreviation “MC” or the wearing of a bottom rocker can have a special social meaning. It is often used to designate territory. It is reserved for the “MC” community and its members to designate affiliation to those mutually recognized in the “MC” world.

The vests and jackets of people wearing lower rockers may become objects needed by “prospects” of other (three-patch) motorcycle clubs as a requirement for membership. Since the very early days there has been an agreement between H.O.G. and many other motorcycle clubs that as long as we do not authorize use of lower rockers, our vests and jackets will not be removed from our members. Nor Scot, our Chapter patch supplier, does not, and will not, supply lower rockers. And, Harley Owners Group won't authorize a chevron to go below the large H.O.G.® patch.

This is true even if the “3rd” rocker is not designating a territory and merely a nickname or club name. The use of a lower rocker violates the long lasting agreement that H.O.G. has had with the motorcycle club community.

Remember it's not only you that you affect by wearing a lower rocker, but all of your brothers and sisters in H.O.G. Please follow the Charter and respect the above agreement to avoid putting yourself in conflict with those clubs that wear lower rockers. Wear the H.O.G. logo and your Chapter chevron proudly ... don't wear a lower rocker!

Todd “THOR” Robinson H.O.G. Regional Manager



Here is a little story from our own Joel Anderson



I rode with some friends to Navasota recently. The trip out was nice and we made several stops without issue. When we arrived in Navasota, we pulled in to a lot to get directions to the final destination. When I started my bike, the RPM started at about 3k, instead of 1k, and stayed there for about 3 or 4 seconds, then gradually reduced down to 1k. I didn't know what to think, but since it was idling normal and was scheduled for a K service the next day, I didn't worry too much about it. The bike did the same thing at the next stop, but stayed at a high RPM for about 5 seconds before reducing down to where it should be.

We started back home and everything seemed okay, until we stopped at a gas station in Luling on I-10. This time when I started my bike, the RPM went wide open, well above 3 or 4k based on the sound & was continuing to climb and would not return to the proper idle. Full run away mode. I did not want to damage the engine so immediately killed the engine until the rest of the group was ready to head out. I got ready. Put the bike in 2nd gear. Hit the start button and as soon as the engine fired, I dumped the clutch and took off towards I-10, riding the brake to keep the speed down until I hit the onramp. Once on the onramp, I ran through the gears until I hit sixth gear, without using the clutch. All of this without my hand on the throttle. The RPM was sitting at about 3k on its own. Everything was going okay until I thought about how to stop.

I knew I could not pull the clutch lever as the RPM would shoot through the roof. I applied the brakes, front and rear, to see if the RPM would drop and it did. Once my exit off of I-10 was within a mile, I gradually started slowing the bike down and when the exit came up I was doing about 45mph with the RPM around 2.5k. I hit the kill switch and coasted as I was applying the brakes. I clutched and downshifted to second gear. Once at the stop sign, I hit the run switch and dumped the clutch, shifting from 2nd, to 3rd, to 4th without using the clutch and once I hit 4th gear, I had to ride the brakes to keep the bike at about 45 and the RPM at about 2.5k. I had to continue this method until I made it home, safely.

The next day, the dealership picked up my bike and took it in for the K service and to find the idle issue. They called and told me the IAC module, (Idle Air Control Module) was defective. It was covered under warranty and replaced.

A little \$50 part, when it goes out, can be a very scary thing to encounter while on the road. Finding a different way to manipulate the bike to get it to do what is needed can sometimes be the only way you can make it home. That and a little praying while on a run-away beast cruising down I-10 doesn't hurt either. I am fortunate that I was with experienced riders that kept an eye on my situation as well and were ready to step in if needed.

Gruene Harley and Harley Owners Group does not endorse
riding a motorcycle that is not in proper operation.
(the editor does however endorse prayer)





Hello! My name is Tori Lindeman and I am honored to be the newest member of the Gruene Chapter H.O.G leadership team as the Ladies of Harley Officer. I have been a member of H.O.G on a national level since 1996 when I purchased my first Harley (883 Sportster). My husband, Brian and I have owned several bikes over the years and find this is one more opportunity for us to spend time together while exploring the country. We have two sons, Cody (27) and Andrew (23). We love to travel and have been blessed to have seen over 17 different countries and most of the US. I am an educational administrator and I am currently in pursuit of my Doctorate Degree.

I am excited to be taking on a leadership role with the Gruene Chapter. Over the past two years I have met some amazing people and created some wonderful friendships. My goal is to share my love of riding and passion for living life to the fullest with our members and to get all the ladies on their own bike! I look forward to meeting everyone and doing some great LOH events to grow our chapter. I am available anytime for information or questions so please do not hesitate to contact me at: ladies@gruenehog.com

Welcome to the Ladies of Harley (LOH). LOH is group of female Harley-Davidson® enthusiasts promoting activities and adventures from within a local Harley Owners Group® (H.O.G.®) Chapter. All Ladies who are members of the Gruene H.O.G. Chapter 2062 are, by virtue of that membership, members of LOH.

Whether you ride solo or as a passenger, the LOH helps promote ladies participation in the world of Harley-Davidson. The active members of LOH are a group of women who enjoy organizing and participating in social, travel and charitable events resulting in everlasting friendships, where laughter is heard and memories are made. LOH has something to offer everyone.

At this time the Gruene H.O.G. Chapter 2062 LOH group does not conduct separate meetings from the H.O.G. Chapter. If however, we can grow and gain the momentum we hope to accomplish, we may perhaps do so in the future. Currently, our H.O.G. Chapter Meetings are the FIRST Saturday of each month beginning at 10:00 am. Location is the Watering Hole in New Braunfels, TX. Please feel free to join us and get acquainted with our members!



CONGRATS!!

to our Gruene HOG Members on their recent purchases



Mike & Alma
Burcham





From Director Jon Magill

Just in case you aren't familiar with some of the other benefits of being a HOG member take a quick look. You might be surprised.

Features and Benefits

For some, joining National H.O.G. and renewing is a yearly ritual, others purchasing a lifetime membership makes sense, and yet others are given a free membership with the purchase of a new or (at Gruene Harley-Davidson) pre-owned Harley. Getting it is easy, and for me it's never been a question whether or not to renew. The benefits I see far outweigh the nominal yearly cost. Over it's 30 years in existence, H.O.G. has worked hard to try and expand the benefits and corporate partners in the program, and offer it's members and unparalleled level of services and partners. All that aside, you guys are the number one reason why I renew yearly... being a part of Gruene H.O.G. Most everyone knows that you can not be a member of a local H.O.G. Chapter if you are not a member of the National H.O.G., but lately I've run into a few folks who are unaware of all a membership has to offer, so I'd like to give you a little refresher.

THE PIN & PATCH

- Worn with pride, or displayed, the pin and patch comes yearly with your membership materials. The designs change yearly, and they're pretty awesome!

TOURING HANDBOOK

- For those of us who don't have all the built-in maps like all you new proud Rushmore bike owners do, the Touring Handbook can be a great resource with it's detailed maps and dealer listings!

ROADSIDE ASSISTANCE

- Everyone knows being stuck on the side of the road is no fun, but not everyone has someone they can turn to to get them and their bike home safely... you do!

ABC's OF TOURING

- What could be a more fun way to discover new places and get rewarded for it!

SAFE RIDER SKILLS

- Sharpen your skills, qualify for an insurance discount, and get \$50 bucks back!

CORPORATE PARTNERS

- If you travel a lot, and stay at Best Western hotels, there's some pretty sweet deals, and if you carry an AT&T cell phone you'll be glad to know about the 18% monthly H.O.G. discount on your primary line!

These are just some of the things available to you from National H.O.G.

As a Gruene H.O.G. member, there's some perks as well.

RIDER REWARDS PROGRAM

- As a Gruene H.O.G. member, you earn points faster! Yep, 1.5 points per dollar spent as opposed to just 1!
- Sign in at our monthly meeting and get 10% off at the dealership for the remainder of that weekend!
- Join our Text Program for quick access to ride and event changes, as well as extra opportunities to save \$\$\$ at Gruene Harley-Davidson!



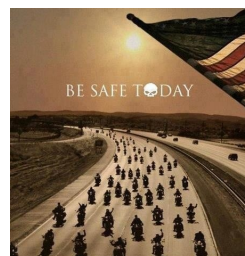


Upcoming Dates to Remember

Nov. 15 th	Chapter Ride to Cruisin' Car Show @ Central TX Speedway
Nov. 15 th	Pancakes for Pups Benefit @ GHD
Nov. 16 th	Dinner Ride to Freebird's World Burrito in Selma, TX
Nov. 18 th	Dinner Ride to Bonzai Japanese Steak & Sushi
Nov. 20 th	November Officer's Meeting @ Longhorn Cafe
Nov. 22 nd	Chapter Ride to Cabela's in Buda, TX
Nov. 22 nd	Chapter Ride to Natural Bridge Caverns
Nov. 22 nd	Canned Food Drive @ GHD
Nov. 23 rd	Chapter Ride to Salt Lick in Driftwood, TX
Nov. 28 th	Black Friday - Store-Wide Specials @ GHD
Nov. 29 th	Chapter Ride to Lost Maples State Park
Nov. 29 th	Come to GHD & Meet the Ladies of Harley



As always, check the latest Ride Schedule for specifics and updates. When going on a Chapter Ride, arrive at least 15 minutes prior to the departure time for the Safety Briefing and always have a full tank of gas and an empty bladder!!



Gruene HOG Chapter Officers

Jon Magill - Director
director@gruenehog.com
Marta Roberts - Treasurer
treasurer@gruenehog.com
Kim Jenkins - Activities
activities@gruenehog.com
Tori Lindeman - Ladies of Harley
loh@gruenehog.com
Curt Carter - Historian/Photographer
historian@gruenehog.com
Matt Gardner - Safety Officer/Editor
safety@gruenehog.com/editor@gruenehog.com
Paulie Panamarenko - Webmaster
webmaster@gruenehog.com

Mike McFalls - Assistant Director
assistantdirector@gruenehog.com
Sheila Victoria - Secretary
secretary@gruenehog.com
Joe Gonzales - Membership
membership@gruenehog.com
Ken Graham - Quartermaster
quartermaster@gruenehog.com
Neil Scirone - Head Road Captain
headroadcaptain@gruenehog.com
Rick Roberts - Sgt. At Arms
sergeant@gruenehog.com

