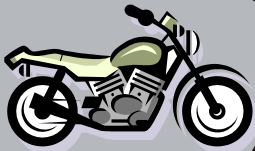


**NORTHERN
CHAPTER
H.O.G.**

CLASSIC LEGEND TIMES

Volume 17
Issue Three
May 2011



Progressive Dinner Ride Sunday June 12

**Kickstands up
at 2:00 from Classic.
\$5 per Member
\$10 for Non-Members**

LOH had their Crazy Bowling event on March 26th. A crazy time was had by all. Eric Denoyer came in First Place with a two game series of 158, Roberta McColley came in Last Place with a two game series of 77.

Jan Hilewsky, LOH Officer



*Remembering those
who paid for our
freedom.*



We walked among the crosses
Where our fallen soldiers lay.
And listened to the bugle
As taps began to play.

The Chaplin led a prayer
We stood with heads bowed low.
And I thought of fallen comrades
I had known so long ago.

They came from every city
Across this fertile land.
That we might live in freedom.
They lie here 'neath the sand.

I felt a little guilty
My sacrifice was small.
I only lost a little time
But these men lost their all.

Now the services are over
For this Memorial Day.
To the names upon these crosses
I just want to say,

Thanks for what you've given
No one could ask for more.
May you rest with God in heaven
From now through evermore.



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**NORTHERN CHAPTER
H.O.G.**

Important Dates:

May 1: Sunday Ride
Leave Classic at 12:00 noon

May 5: Chapter Meeting
Leave Classic at 6:30 pm

May 12: Dinner at Leland Lounge
Leave Classic at 6:30 pm

May 15: Sunday Ride
Leave Classic at 12:00 noon

May 19: Mystery Ride
Leave Classic at 7:00 pm

May 26: Chapter Ride
Leave Classic at 7:00 pm

June 2: Chapter Meeting
Leave Classic at 6:30 pm

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Directors Notes May 2011

It's SPRING or at least it seems like it. It's warm, I have 300 miles on the bike and last night it rained like crazy. It was the first thunder storm all year that didn't have snow associated with it, so it must be spring, right? Right.

And, since it's spring, it must be Chapter Challenge time, right? Right. The 2011 Chapter Challenge ride is finished and waiting for you to enter. Eric has the rules and entry forms at Classic. This year's challenge will take a little more thinking on your part (Don't let the entry form scare you. It's not really as bad as it looks), but it also offers a lot more flexibility as to how far you ride a good thing with gas for our bikes topping \$4.00 a gallon. Also, because I know somebody's going to ask, townships can be used in place of cities and I have no idea how many points it will take to win. Probably somewhere around 180, but I'm not sure. So, surprise me. Stop in, sign up and show how creative you can be. It's still only \$5.00. Cheap.

I want to thank Jan Hilewsky, our new LOH officer, for a great event last month. I had no idea what to expect from Crazy Bowling, but anyone who hasn't sat down and pushed a bowling ball down the lane with their feet while 30 of their closest friends laugh and give completely unnecessary advice just hasn't lived. Great job, Jan, can't wait to see what you come up with next.

I also want to thank our Webmaster Steve Debusschere for all the work he's done rebuilding the Chapter Web Site. If you haven't seen it lately, be sure to visit soon. He's done a terrific job.

By the time Rhonda gets this month's newsletter out, we will have had (or have cancelled the weather is looking REALLY iffy.) the season's first official ride. Roberta has worked hard to put together a lot of great events this year. But, no matter how great the events you can't enjoy them unless you're there. Our bikes were made to be ridden. They get lonely and just a little cranky if you don't pay enough attention to them. So get 'em out show up for our events. Lew



**Check out our website!!!
The address is
www.northernchapter.com**



May



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1 Sunday Ride Leave Classic at 12:00am Brad Harrison	2 Kris VanDeusen Fischer	3 Larry Shugart	4	5 Chapter Mtg Peegeo's Leave Classic at 6:30 Business Mtg Follows	6	7
8 Happy Mother's Day!	9 Donna Drury	10 Rick Wilson	11	12 Chapter Dinner Ride Leland Lodge Leave Classic 6:30 Two on the Town	13	14
15 Sunday Ride Leave Classic at 12:00am	16 Tara Baesch	17	18	19 Mystery Ride leaves Classic at 7:00 p.m.	20	21 Ken Johnson
22 Mick Wood	23	24	25 Sherri Tomlinson	26 Chapter Ride leaves Classic at 7:00 p.m.	27	28 Shar Potter
29 Don Pishney	30 Memorial Day Chuck Gwizdala	31		MAY 5 BIRTHDAYS John Iott Dana Lance Collette Shgartt Jim Supina		

2011 Chapter Challenge!
Pick up the rules
& entry forms
At Classic - Cost is \$5.



ATTENTION: LADIES OF HARLEY - Let's plan a SPA DAY!

Jan needs to hear from you before May 9th
In order to get a good price for everyone-
Jan needs to know how many are interested,
what services and what day/time is best.

Sunday Rides!

Kris & Eric are planning
Sunday Rides again!
1st Sunday Ride is May 1
Check Calendar for times the
rides will leave Classic



Will you come?

Manicure, Pedicure, Facial, Massage?

Please email or call Jan

Jan Hilewsky

586-202-6537

LOH@northernchapter.com

jaani707@aol.com



June



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2 Chapter Mtg Peegeo's Leave Classic at 6:30 Business Mtg Follows	3	4 Wendy Roubal
5	6	7	8	9 Chapter Ride Frankfort A&W Leave Classic at 6:30pm	10	11 Advanced Rider Class
12 Progressive Dinner Ride Leave Classic at 2:00pm Advanced Rider	13	14	15	16 Chapter Ride Minerva's Leave Classic 6:30 Two on the Town	17	18
19  Happy Father's Day	20 Sherry Purkiss	21  Summer	22	23 Mystery Ride leaves Classic at 7:00 p.m.	24	25 Craig Augustine
26 Sunday Ride Leave Classic at 11:00 noon	27 Million Mile Monday Al Crocker Kim Lefler	28	29 Steve Szasz	30 Bellaire Ride leaves Classic at 7:00 p.m.		

I want to extend my appreciation to all the families who are putting the progressive dinner ride on for our chapter this year! As always we pray for good weather, however this event is rain or shine. There is always good food at each stop and we always have a great time!!
Sunday June 12
Please save the date, as they say, and join us:)
Roberta

Progressive Dinner

**Leave Classic at 2:00
Sunday June 12**

Appetizers: Jim Supina
Soup & Salad: Steve & Sherry Purkiss
Main Course - Eric & Kris Fischer
Desert: Cris & Mike Lake
Cost is: \$5 Member and \$10 for non-Member
RAIN OR SHINE!




Million Mile Monday is June 27

As always we look forward to articles and photos from all members. Please send to me no later than May 20th...for the June issue.
-Rhonda Elliott - Editor

Be sure to wish a Happy Birthday to those names in green on calendar.



Bryan McColley, Safety Officer

Always listen to that “inner voice”

If the readers here do not mind, I would like to post an article that talks of shock absorbers in an effort to remove any mystery about what they do and how they work. Safety issues are often merely technology issues - once you understand technology.

To begin with, they do not absorb shocks - your springs do that.

When your bike hits a bump in the road your wheels can do nothing but follow the curve of that bump. Your tires compress fractionally, but not enough to make a meaningful difference in the effects that bump will have on the rest of the bike, and you. If the wheels of your bike were connected directly to the frame, without springs and shocks, the bike would rise at least as high as the bump, almost instantly. The effect, of course, is that, if severe enough, when the bike came back down you would be left in the air. Your hands would probably not be jerked off the grips, so they would be pulled forward with the rest of the bike while the rest of you was still in the air - and then, worse, you would come down.

Obviously, the fix to that problem is to keep as much of the bike other than the wheels from rising in reaction to that bump (i.e., make as much of the bike as possible 'sprung weight'.) There is a tremendous amount of kinetic energy imparted to the wheels when they hit that bump. That energy must be captured before it is transferred to the bike's frame. And that is exactly what the springs do. By compressing, the springs absorb the energy from the wheels.

Remember pogo sticks? If all you had between the wheels and the frame of your bike were springs, then the only difference the springs would make would be a short delay before the bike was tossed into the air after hitting the bump. That is, once compressed the only thing the springs can do is decompress (that's the law). The energy the springs will exert during decompression is almost equal to the energy that went into compressing them in the first place. (A token amount of the kinetic energy will be converted to heat to make up the difference.)

Now we can understand what the shocks do. They DRAMATICALLY slow down the decompression of your springs (and in the process they convert much more than a token of the total kinetic energy stored in those springs into heat.)

A shock absorber consists of a tube filled with oil, which acts as a hydraulic fluid, and a piston (which is not physically connected to any part of the tube) that slides up and down within that tube, pushing its way through the oil. The piston is connected to one end of the shock absorber via a steel rod, the tube is connected to the other. One end of the shock absorber is connected to the frame of the bike while the other end is connected to the wheel hub (or to a swing arm that is connected to the hub.) Thus, when the wheel moves up towards the rest of the bike the piston is pushed thru the oil. The oil provides resistance to the movement of the piston which slows it down. In the process kinetic energy is converted to heat. (This is why you must change your shock absorber oil regularly - the heat breaks it down.) The oil in these tubes would totally stop the movement of the piston were it not for the existence of a valve in the piston that allowed the fluid to pass thru it. This is because, like water, the oil cannot itself be compressed. That valve can be made to allow fluids to flow faster in one direction than the other. For example, you would probably want your springs to compress faster than they are allowed to decompress. Without that valve your springs would not compress at all, leaving you as bad off as if the wheels were directly connected to the frame. Similarly, if the springs are too strong for the load they are carrying, too much of the kinetic energy will be conveyed directly to the frame of the bike, because they will compress too slowly, if at all.

But just as slowing the compression rate of the springs too much results in ineffective control of bumps, allowing their decompression to happen too quickly is just as bad. Were that to happen you would have 'pogo stick' reactions to bumps. So, it is essential that the design of the springs and shocks on your bike take into account how heavy the bike is and what kind of riding you do. But all such designs are compromises, and you can do things to totally frustrate the designers intentions - and end up hurt or worse as a result.

For example, when you put a passenger or heavy luggage on your bike you should increase the tension of the springs surrounding your shocks. Failing to do that can overload the system and get you close to the 'pogo stick' level of responses from them. Taking a street machine into the country, off road, and pretending it's a motocross machine can do the same.

But even assuming you don't do anything that extreme you will find that the design of your shocks is not perfect. (If it was, you would never feel a bump in the road.) The fact is, sometimes the road surface changes from perfectly level to bumpy. And some of those bumps (and potholes) can be awesome. This is where a few dollars can make a difference. You can replace the springs that come stock on your bike with a set that are called 'progressives'. These provide a normal soft ride until they are confronted with an unusually severe bump, at which point they get harder and harder to compress. And



while the oil in the shocks cannot be compressed, air can be. So some shocks are 'air assisted' - in addition to the oil they have a small amount of air in the tubes. These 'air assisted' shock systems are sometimes attached to an onboard compressor that can be used to increase or decrease the pressure of the air, thus making the shocks either harder or softer without having to change the compression of the springs when your load weight or the road surface changes substantially. (Also, of course, you can increase the weight of the oil in the shocks to slow them down.)

The shock absorber 'system' on your rear wheel tends to have larger springs and have them mounted on the outside of the hydraulic tubes while the one on your front wheel have the springs within the tubes. The ones in the front are contained within the 'forks'. If you take a close look at your shocks you will find that the ones in the rear are typically angled forward from the wheel to the frame of the bike while the ones in the front are angled backwards. These angles tend to be directly in-line with weight shifts resulting from acceleration and braking.

The angle of the front shocks (forks), usually called the bike's 'rake', is essential to maintain! It establishes, along with the front-end 'offset', the bike's 'trail' which determines the bikes handling and steering control. The more extreme the rake is on your bike, the 'slower' your steering will be. (Except at extremely slow speeds - where extreme rakes often result in the wheel 'flopping' over and dumping the bike if you do not have your hands firmly in control of the grips.) If you were, for example, to lower your bike by shortening the front and back shocks, the wheelbase would also be shortened (the distance between the front and back tires). Since your front wheel would touch the ground closer to directly under your handlebars, your steering would 'quicken' as a result. In fact, even shortening the shocks by only one inch could result in steering that was so fast that your steering damper (another small shock absorber) could not safely handle it. The result, known as a 'tank slapper', would be violent swings of the wheel from side to side, and with high probability a dumped bike. (That is an overstatement. If you absorb some of the oscillation into your arms and avoid transferring that into the rest of the bike (through your contact with the seat), or use some braking caused weight transfer to the front of the bike, you can abort the 'harmonic' and probably avoid dumping it.)

In short, your shock absorbers are designed to help keep your tires on the ground regardless of surface imperfections so that they can do work for you.

Your shock absorber systems make your bike controllable. Make sure they receive factory recommended oil changes, do not modify them, adjust them for major changes in the weight of your vehicle or expected road conditions, and they will do their jobs reliably.

Bryan



CHECK THOSE BRAKES



Trent Tomlinson

I came across a Staff Report in the May 2011 issue of American Bagger Magazine that I wanted to paraphrase and share with you as our scheduled Northern Chapter rides (finally) begin.

It seems that maintenance of any given motorcycle is usually a hit or miss situation for most riders. We often hear the phrase "If it ain't broke, don't fix it." But you won't hear that uttered from an aircraft pilot, they know better. Pilots always do a complete walk around flight check before every take off.

Motorcycle riders should do the same. It may save your life or, at the very least, reduce your strawberry potential. It's time for all of us to consider doing a brake inspection to start the riding season properly:

1. Start by checking the fluid level of the rear brake master cylinder. Remove the cover and make sure the fluid level is sufficient and it's not dirty or discolored. Replace the lid and tighten the cover.
2. Check your front caliper brake pads for wear. They should be checked after every 2,000 miles. Inspect your front brake rotors (discs) as well for wear, gouges and unusual markings.
3. Check your brake lines at each front caliper connection for leaks. Now, follow the front brake lines back to inspect for cracks or road damage.
4. Remove the right rear saddlebag to inspect the rear brake caliper and rotor for any problems or leaks. Check to make sure the locator bolts and all other fasteners are in place and tightened.
5. Check the fluid level and clarity on the front brake master cylinder and replace the lid.

The brake inspection is complete. Even the smallest problem you might encounter while doing this exercise makes this inspection very worthwhile. Taking the proper preventative measure now may prevent something major from occurring the next time we ride.

Trent

2011 Michigan State H.O.G. Rally Aug 25-27

Thursday:

Registration opens at noon. If you have pre-registered you just need to sign the release. There will be an admissions wristband and rally packet waiting for you. Spend the afternoon riding with friends. Cool off in the Waterpark. Or relax in the Spa. You'll want to check out the Vendor area! And, be one of the first to test ride the 2012 Harley Davidson Demo Fleet.

When the sun starts to fade, make your way to the top of the Mountain for a killer Welcome Party and the Opening Ceremony. Fantastic view and great live music! Food and beverages will be available.

Friday:

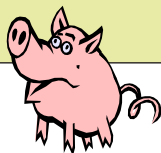
This is riding day at the rally! Check out the great routes at the information desk. Ride the Tunnel of Trees with a lunch stop at the World Famous Legs Inn. Then continue on to Mackinaw City, or head east toward Gaylord with a stop at Zip's 45th Parallel Harley-Davidson. The folks at Zips will have fun stuff planned for the entire weekend. There will be the usual wacky bike games in the afternoon, and in the evening the party continues with live music by the DEJA VU Band on the big stage.

Saturday:

The final day of the rally is packed full of fun! Registration will open at 9:00 am. You may choose to go riding. Vendors, Demo Fleet, the Waterpark, and the Zip Line Adventure will be going all day. The Road Captain Skills Challenge and the Rider Skills Challenge will both start at 10:00 am sharp.

3:30 will start the staging for the Parade of Bikes. The Parade will end in Boyne City. Rumor has it that there will be an Ice Cream Social waiting for us.

Saturday evening the festivities move to Deer Lake at the other end of the Boyne Resort. There will be more excellent live music on stage outside the Beach House. The Closing Ceremony with some special guest VIPs and lots of Prizes... The Grand Finale this year is a Giant Fireworks show over the Lake.



Rally Details:

**Pre-register prior to May 1st for a chance to win
3 nights lodging at Boyne Mountain Resort**

Make plans now to attend the 3rd Annual Michigan State H.O.G. Rally. This year, the festivities will be held at Boyne Mountain Resort in Michigan's beautiful Northern Lower Peninsula (Alpine Rally).

Check the website often for details at
www.mistatehogrally.com

Event Dates: August 25 - 27, 2011

Location: Boyne Mountain Resort, Boyne Falls, MI

Registration Deadline: July 7, 2011

Pre-Registration Pricing: Members \$45
(Includes Admissions Wristband, Long Sleeve T-Shirt, Pin, and entry for a special prize at the closing ceremony)

Non-Member Guest: \$45
(Includes Admissions Wristband, and entry for a special prize at the closing ceremony)

Onsite Registration Pricing
Members and Non-Member Guests \$45
(Includes Admissions Wristband Only)

NOTE: The ONLY way to guarantee yourself a shirt and pin is to pre-register. There will be a VERY limited amount of rally merchandise available for purchase onsite.



The Alpine Rally
 2011 Michigan State H.O.G.® Rally
PRE-REGISTRATION FORM



(Online Registration available at: www.mistatehogrally.com)

Pre-Registration Deadline is July 7, 2011

PRICES INCLUDE ALL APPLICABLE TAXES. REGISTRATIONS ARE NON -REFUNDABLE AND NON -TRANSFERABLE.

H.O.G.® Member Information

First Name: _____ Last Name: _____
 Address: _____
 City: _____ State/Province: _____ Zip Code: _____
 Country: _____ Phone: _____
 Email: _____ Local H.O.G.® Chapter: _____
 National H.O.G.® number: _____ Expiration Date: _____

Non-Member Guest Information (one guest per H.O.G.® member)

First Name: _____ Last Name: _____
 Address: _____
 City: _____ State/Province: _____ Zip Code: _____
 Country: _____ Phone: _____
 Email: _____

H.O.G.® Member Pre-Registration Package (\$45.00) \$ _____
 (Includes Admissions Wristband, Long Sleeve T-Shirt, Pin, and entry for a special prize at the closing ceremony)
 Select T-Shirt Size: S ___ M ___ L ___ XL ___ 2XL ___ 3XL ___ 4XL ___

Non-Member Guest Pre-Registration (\$45.00) \$ _____
 (Includes Admissions Wristband only)

Additional Merchandise a la carte:

- Long Sleeve T-shirt (\$25.00):
 Indicate quantity and size: S ___ M ___ L ___ XL ___ 2XL ___ 3XL ___ 4XL ___ \$ _____

- Pin (\$5.00) Quantity _____ \$ _____

- Patch (\$6.00) Quantity _____ \$ _____

- Ball Cap (\$15.00) Quantity _____ \$ _____

Total Amount Due \$ _____
(includes all applicable taxes)

Make check payable to: 2011 Michigan State H.O.G.® Rally

Send Registration Form with Check to:
2011 Michigan State H.O.G.® Rally
1017 Flickerham Drive
Grand Ledge, MI 48837

Register by **May 1st and receive a chance to **win three nights lodging** at our Host Hotel during the rally!

Unclaimed Pre-Registration packages will be shipped upon request to the rally registrant provided the registrant sends \$10.00 per package for shipping to the rally registration address (above) by October 1st, 2011.