



WILD PRAIRIE H.O.G.®

Chapter # 2423

www.wildprairiehog.com

Sponsored by:

Wild Prairie Harley-Davidson®

12480 Plaza Drive

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www.wildprairiehd.com



THE 2018S ARE HERE!

**PLEASE SEE DAVID GREER, MIKE BECK, JEANETTE OLSON,
MICHAEL KAMRAD OR STEVE QUINROE TO CLAIM YOURS!**

3RD QUARTER - 2017

CHAPTER NEWSLETTER



improved, the all new Evolution motor was introduced. The future looked bright!

Then came the 1990's and the H-D CRAZE hit! Everyone HAD to have one! There was a waiting list 2 and 3 years long for some models. It would take a psychologist or a psychiatrist to fully understand and explain this phenomenon, but the simple and logical answers are history, mystique and a dealer network with a well-deserved reputation for providing immediate service to traveling H-D owners. Some, however, say that deep down inside every Harley rider there's an outlaw or rebel element trying to get out. I like that! Others say "I like H-D's cuz they sound neat." I also like that. In fact, we have a chapter member who maintains that after years of riding imports, he bought a Harley "cuz they sound neat."

Whatever the reason, the H-D world is in fact a sub-culture like no other. I haven't seen too many tattoos that read Honda or Jawa. There may be some, but not many I'd venture to say.

During the past few years, The Motor Company has been challenged by several other domestic builders; Excelsior Henderson, Polaris Victory and recently the new Indian. All fine machines, but two have already bitten the dust. Maybe Indian will do better; personally I hope they do because competition is always good.

Next time I'm in the market for a new motorcycle I'm staying with Harley-Davidson "cuz they sound neat."

Safe Journey,
Tim

The Unstoppable Harley-Davidson

Harley-Davidson (H-D) has survived and thrived since 1903. Over the decades, there have been lean years and looming financial ruin and times of phenomenal success. The Motor Company's longevity isn't due to any one thing but a combination of things including timing and good decisions - some of which were really a roll of the dice.

In the 1920's and 1930's, H-D bucked the competitors trend of the "bigger is better" 4 cylinder motor and instead developed the overhead valve Knucklehead motor. This move alone left its domestic competitors in the dust and ultimately dead on the side of the road.

By the early 1950's, H-D's domestic competitors were gone but the "British Invasion" was in full swing with the Triumphs, BSA's, Norton's and AJS's being imported. H-D had its touring bikes, but to counter the sport bikes from the UK, they developed the K Model in 1951 and its successor, the Sportster, in 1957.

By 1970, the British motorcycles had been run out of business by the Japanese motorcycle industry and H-D was in the hands of AMF. Quality suffered as did sales and things didn't look good. But in the 1980's, H-D bought itself back, product quality



H.O.G. Hotline - 952-953-7430

For information on rides and events, check the Wild Prairie HOG Hotline or HOG Chapter web site www.wildprairiehog.com

Chapter Meeting Schedule

Second Thursday of every month at Wild Prairie Harley-Davidson. Dinner @ 6:30 pm, Meeting @ 7:00 pm

LOH® Meeting Schedule

Typically the third Tuesday of every month, location TBD. 6:30 pm



Many of you may have had close calls with a deer, or even collided with a deer over the years. Maybe it was while driving a cage or worse yet, while riding your motorcycle. If you're reading this you survived your encounter but chances are you wished it hadn't happened at all.

A number of years ago I was in the Black Hills, SD for my first trip on a motorcycle during the Sturgis Motorcycle Rally. I had the opportunity to stay in a college up in the hills off Highway 44 near Rapid City for a decent cost.

The downside was the lengthy ride from Sturgis, and one evening I found myself heading toward my room as night quickly approached. By the time I arrived at my last turn toward shelter, I noticed something strange lying in the opposite lane of the road; occupying the other lane was a 6-point buck lying in a prone position.

Since it was dark and the deer was directly on the road, I made a U-turn, pulled up near it and switched on my emergency flashers. As I got off the bike, I saw a driver's side mirror from a car sitting in the road. After I removed that road hazard, a van pulled up behind me and stopped.

I asked the male passenger if he would help me pull the deer off the road. He said, "Sure, but it's still alive. You can see it breathing." Sure enough, the deer wasn't deceased and was trying now to stand up. Since it had a broken leg, it wasn't doing much more than spinning around and falling back down.

The car that hit the deer, or better stated the car that the deer hit, arrived on the scene. The deer had actually run into the side of the car because from the driver's side mirror and back it was a mangled mess. What if it had been me and my bike the deer had run into instead? Not a very comforting thought.

What happened to the deer? I won't go into the gory details, but a few minutes later a lady came driving up in a Ford Bronco, jumped out and yelled, "I have a knife!"

While not every potential deer collision can be avoided, there are some things you can do to help increase your odds of avoiding the brown deer hide.

If you see one of those yellow posted deer signs, pay attention. One good step is to slow down. Keep your left hand

over the front brake lever so you can hit the binders fast if you need. Road signs cost money which means they aren't placed on the side of the road unless they're felt important.



Remember that deer often travel in groups so if you see one, expect others also. Deer prefer hiding in the shadows in the daytime and feed at dusk and dawn. That means the risk of deer strikes increases when the sun is rising or setting.

I find myself unnerved at times when I'm riding at dusk in deer country. Why? Because the deer are moving at that time but it's not dark enough for my headlights to illuminate the road and adjacent ditches.

Once it's dark enough for your lights to work as they should, look for signs of deer. These include looking for light reflecting off their eyes and the flickering of oncoming car headlights that indicate a deer might be crossing in front of them.

Wear your helmet and protective gear. Riders have been knocked off their bike after hitting a deer, and then are run over by a car soon afterward. If you find yourself on the roadway, get out of the way of traffic if possible. Wearing reflective gear will help others make you out if they're able to notice you on the road.

Let's pay attention to all the hazards out there while we are riding motorcycle. Distracted drivers are not our only danger.



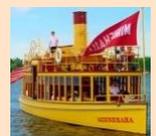
On **Sunday, October 8**, the WP HOG Chapter will host a ride to the LuceLine Orchard in Watertown. Watch for details in the Weekly Update.



Saturday, August 5, the WP HOG Chapter hosted a ride to The Narrows in Navarre to listen to the band from our Holiday Party.



Tuesday, June 20, the WP HOG Chapter chartered a boat cruise on Lake Minnetonka on the Steamboat Minnehaha.





Well, here we are about half way through the 2017 riding season. I thought I'd take a minute to thank all my fellow members and riders for a great first half! We've been on lots of rides together and I hope you had as much fun as I have!

The highlight to my season so far has been the annual run to the wall in Washington D.C. Sixteen bikes went out and after the 30th anniversary Rolling Thunder parade, we parted ways and all left for our different destinations.

I left with my riding partner, Mary, for what many of you have called a mega tour. We rode down the eastern seaboard as far south as Savannah, GA with plans to head to Key West, FL. Unfortunately, the weather in Florida was awful with temps in the high 90s and rain every day. We decided to turn west.

Riding along the gulf coast through AL, MS, LA to TX, we had rain nearly every day! Once we got to the Texas hill country and the 3 Twisted Sisters roads, the weather finally turned sunny. We stopped in Luckenbach (a wonderful little tourist trap full of wandering chickens).



From TX, we turned north through NM and the alien museum in Roswell, then back west again. Wandering through AZ and NV, we took a day and rode into Death Valley (260 feet below sea level). Then on to CA, OR, WA, ID, MT, WY and finally into Deadwood, SD for a much needed three day rest!

Our total mileage was 8,843, passing through 25 states in about a month! We had only one issue which was a broken headlight wire that we had fixed at Yellowstone H-D.

We both hope that your travels have brought you many wonderful roads, people, and sights as ours surely have. This is a great country and it calls to all of us to go explore on our Harley-Davidsons!

In closing I just want to encourage all of you to get out and ride and have Fun!

As many of you know, our family is working on dealing with a change this fall, as Christy will be living on campus for her freshman year at University of Northwestern in St Paul. It will be challenging as life looks different than it has for 18 years. I know that a lot of you are also dealing with changes. It's the time of year-but it's also life. We ran across an illustration that has helped us as we step forward. Maybe you've heard it...

A man found a cocoon of a butterfly, that he brought home. One day a small opening appeared in the cocoon. He sat and watched the cocoon for several hours as the butterfly struggled to force its body through that little hole. Then it seemed to stop making progress. It appeared as if the butterfly had gotten as far as it could, and it could go no further. The man decided to help the butterfly in its struggle. He took a pair of scissors and snipped off the remaining bit of the cocoon, and the butterfly emerged easily. As the butterfly emerged, the man was surprised. It had a swollen body and small, shriveled wings. He continued to watch the butterfly expecting that, at any moment, the wings would dry out, enlarge and expand to support the swollen body. He knew that in time the body would contract and the butterfly would be able to fly. But neither happened! In fact, the butterfly spent the rest of its life crawling around with a swollen body and shriveled wings. It never was able to fly. What the man, in his kindness and haste, did not understand was that the restricting cocoon and the struggle were required for the butterfly to be able to fly. The butterfly must push its way through the tiny opening to force the fluid from its body and wings. Only by struggling through the opening, can the butterfly's wings be ready for flight once it emerges from the cocoon. Sometimes struggles are exactly what we need in our life. If God allowed us to go through our life without any obstacles, it would cripple us. We would not be as strong as what we could have been. And we could never fly.

Original Author Unknown

What a blessing that none of us has to go through changes and struggles alone. God is certainly with us. And He has put people in our path to help. This group of motorcyclists is part of that plan. Thank you for going out of your way to be with each other not to eliminate the struggle, but to help as we each go through and come out stronger on the other side. If we can ever be of any help, or just be with you as you go through life, please let us know!

Your servants in Christ,
Curt & Judi, Christy & Hannah Quiner
952-474-3600
QuinerFamily@centurylink.net



It has been a great summer, despite the weather.

Highlights: Ride to the Wall, Hobber's, Fagan Fighters, Ride to the Antique Bike Show, Hot Harley Nights, St Paul Invitational, Vino in the Valley, Balsam Lake ride, Mondovi ride (rain out) and the Davenport Antique Races and Museum ride.

Upcoming: Some great fall rides; St Cloud Rockville ride, Red Wing Overlook ride and the Fall Colors ride.

We are now entering my favorite time to ride; the cooler weather, sights and smells of the fall harvest all make for a great ride. Enjoy the fall rides; just be cautious of the early sunsets and deer crossing the road at dawn and dusk.

Your Road Captain crew has put in many hours to be sure your rides are enjoyable and safe. If you get a chance, please say "Thanks" to your Road Captains. We still need some more Road Captains and would like to see some of the women in the chapter step forward and join us.

If there is a ride you particularly enjoyed, or have a new destination in mind, please contact me or one of the Road Captains or Board Members with suggestions.

Thank you to all who have joined us on the rides so far, and we hope to see you on the fall rides.

Motorcycle crashes: Complex topic, scarce information

The most commonly cited U.S. study of motorcycle crashes is the one known as the Hurt report. Researchers at USC, led by Harry Hurt, went to motorcycle crash scenes to determine the causes. The report came out in 1981 and only studied crashes in Southern California.

Another recent study was done for the Motorcycle Safety Foundation (MSF) by the Virginia Tech Transportation Institute (VTTI). They recruited 100 riders from age 21 to 79 in CA, AZ, FL and VA. They outfitted their motorcycles with five video cameras (rider's face, forward, rear, left and right). GPS and data loggers captured other information such as brake pressure, acceleration, etc. for a total of 366,667 miles.

What did the study reveal? Several things, some of which we knew, some surprising.

- Intersections are dangerous.

- We need to pay better attention and/or work on our braking techniques, because we crash into the back of other vehicles way too often.
- We're not good at cornering, especially right turns.
- We drop our bikes a lot.

We complain all the time about people in cages trying to kill us. The VTTI study partially backs that up. Of the 99 crashes and near-crashes involving another vehicle, the categories of other vehicles crossing the rider's path add up to 19. Here's the surprise, however. What's the most common scenario? Riders hitting, or nearly hitting, another vehicle from behind. There were 35 of those incidents. Are we really almost twice as likely to plow into a stopped car as to have someone pull into our path? There are two explanations for these numbers; aggressive riding and not looking far enough ahead. Remember **S**-Scan, **I**-Identify, **P**-Predict, **D**-Decide, **E**-Execute.

To view the full report visit https://www.msf-usa.org/downloads/msf100_2016/Risk_Factors_From_MSF_100_Study_Paper.pdf



The end of the riding season is quickly creeping up, but it's not over yet. We had a great season as a chapter again, especially because our rides remain injury free. That is a testament to both the Road Captains and the chapter rider's group riding skills. There was one small injury during an Advanced Skills Course, but there is really no reason to mention that one.

As we advance into the fall, we have new challenges to prepare for. The sunset will be earlier so we may spend more time riding in the dark. After dark, the temperature drops and we have more clothing limiting our movement. We must watch for leaves on the road - sometimes wet, slippery leaves - so traction may be affected. The tires tend to run a little softer so don't forget to check them. And finally, we should prepare for the end of the season and be ready to put our bikes in storage for the winter.

However, none of this has happened yet, so we still have time to ride. As always, be safe and plan for each ride no matter time of day or time of year. And when that time does come, we just start planning next year's rides or some riding during a winter get away. If you're a winter warrior, The Motor Company does sell heated gear. So what's your plan...besides keeping two on the road?



Aase's Editorial
Editor
Mike Aase
 editor@wildprairiehog.com

Hot Harley Nights - 11 bikes, 17 Chapter attendees

July 7-9, J&L Harley-Davidson, Sioux Falls, SD
 Fundraiser for Make-A-Wish of South Dakota



Members took off from the Cities in four groups on Thursday and Friday, July 6 and 7. Attendees included Jim Conklin (Ard) and Mary Solomonson, Steve Schulz, Tim Dunphy, Mike and Pam Aase, Rich and Michelle McKagan, Scott and Angie Bellefeuille, Kevin and Renee Swecker, Mike and Heidi Lindstrom, Danese Brothen, and Dave Kane and Annie.

Some people stayed downtown at the Holiday Inn, others stayed at the Best Western Ramkota. J&L H-D hosted the event and activities. They had great HHN sales in-store as well as outdoor tent sales. There were also many beverage, food, and parts and accessory vendors on site.

Activities included silent and live auctions, raffles, Friday family night, Friday dealer-led ride for early registrations as well as five HOG-led scenic rides for all participants on Saturday, a bike show, live music and concerts at the dealership as well as downtown, and demo rides from H-D's National Demo Fleet. This event was also a National HOG patch stop.

On Saturday, there was a free lunch for registered participants, a casino run at area parks as well as a stop at the Make-A-Wish House. Later in the afternoon, a Police-escorted motorcycle parade took off from J&L H-D led by Make-A-Wish families in Corvette convertibles and the motorcycle color guard – followed by a reported 4,000 motorcycles! The parade wound thru Sioux Falls with the final destination at Falls Park where the evening activities took place including a free concert by the Ron Keel Band. Prize winners and motorcycle raffle winner were also announced.

On Sunday, there was also a pancake feed and worship service held at J&L H-D before participants departed for home.



Salute by Swecker
Spokesman
Kevin Swecker
 spokesman@wildprairiehog.com

The current list of Spokesmen is:

Kevin and Renee Swecker, Scott and Angie Bellefeuille, Rick Haefner, Dave Kane, and Dave Sidler

If you would like to become a Spokesman, please contact me.



Sarah's Farraks
Ladies Of Harley
Sarah Brinkman
 loh@wildprairiehog.com

Ronald McDonald House announcement: We will host three dinners (spring, fall, winter) and one in-kind summer donation of non-perishable food delivered as part of a Saddle Up Saturday dealer ride.

No LOH update at this time.



Schulz's Pulse
Membership
Steve Schulz
 membership@wildprairiehog.com

As of the August WP HOG Board meeting, there are 329 paid/active members with 15 renewals outstanding.



Ca\$h Up With Cutchey
Treasurer
Jim Cutchey
 treasurer@wildprairiehog.com

No update at this time...but we have money in the coffers.



Sandberg's Sandbox
Webmaster
Chris Sandberg
 webmaster@wildprairiehog.com

No update at this time.



HOG Member Rides Boyd Uppman Rolling Thunder

Ride to the Wall

On Sunday, May 28, 2017 the 30th annual "Rolling Thunder" event was held in Washington DC. WE WERE THERE!

Planning

Wild Prairie Harley Owners Group and the MidWeek Riders planned a ride to Washington, DC to visit The Wall. Dave Knutson planned the route and made the motel reservations. He chose the Fairfax, VA Hilton Garden Inn due to its services and proximity to Patriot Harley-Davidson, also in Fairfax.

The Team

Our 18 riders included: Greg Anderson, Ard Conklin & Mary Solomonson, Tom & Deb Deveny, Anne Fosse, Dave Kane, Kelly Lundstrom & Val Harshe, Bob Krugerud, Tom Lange, Mike Lindstrom, Gerry Palmer, Jeff Schadegg, Ron Stoffel, Dennis Winegar, Dave Knutson and myself. Carl Pelon was scheduled to go with us but unfortunately, mechanical problems forced him to cancel at the last minute.

Dennis Winegar, MidWeek Rider from Bettendorf, met us in Crawfordsville, IN and Anne Fosse, MidWeek Rider and former WP HOG member from North Carolina met us in Fairfax. Another important team member, Jeanette Anderson, stayed at home and was our contact for emergency messages while we were in areas with minimal cell coverage. Thank you Jeanette! Fortunately, we didn't need to call her for help.

Why "Rolling Thunder"?

This was the sound made during B52 bombing missions in Vietnam. Thirty years ago a small group of veterans took the name 'Rolling Thunder' and applied it to a 2,500 bike protest ride. The ride was formed to remember the Vietnam veterans who served, died and were left behind. There are now 90-chapters of Rolling Thunder, Inc.

The Vietnam Veterans Memorial Wall is a two-acre national memorial that honors those that veterans that served during the Vietnam conflict and is the focus of the event.

The Trip Out

On Wednesday, May 24, we left the Twin Cities at 7:00AM. We had planned for two and a half days of travel from Minneapolis to Washington, DC with an additional open day in case of weather or other problems. Although rain was in the forecast, the weather was great all of the way there. We ended our first day in Crawfordsville, IN with 626 freeway miles. On Thursday,

we crossed Indiana and Ohio ending at Summersville, WV. We were glad when our freeway miles ended at Columbus, OH with pleasant state roads bringing us from there to Summersville, WV; total miles on Thursday, 463. Friday was a great day; Dave Knutson had designed a route from Summersville, WV to Fairfax, VA on roads with curves and twisties. After 294 miles, we pulled into the Fairfax, VA Hilton Garden Inn in time to check into the hotel and to check out the T-shirts at Patriot H-D, just five miles down the road.

Just before we reached our motel, Tom and Deb's rear bearing went out making it necessary for them to bring the bike to Patriot H-D for repair. They were able to rent a bike while repairs on the bearing were completed on Friday.

Friday Evening Candlelight Vigil

The Friday evening Candlelight Vigil service is the kick-off for a series of events that make up Rolling Thunder weekend. The Vigil is a very somber and moving service and was formed to remind Gold Star Families that their sacrifice will never be forgotten. Patriot H-D had an organized ride from the dealership to the Candlelight Vigil site.

Saturday – Open Day

Saturday was open and was our 'insurance' day. We had several choices for the riders including a local ride, a visit to Arlington cemetery, Gettysburg battlefield, ride the Metro downtown, visit The Wall ahead of time or to do nothing. Some rode to the Gettysburg Battlefield, some visited The Wall, some visited relatives and several of us decided to return to 'Jerry's Place', a seafood restaurant in Prince Frederick, MD. This was a repeat of our visit last year. Once again, the owner was great(!), bringing out plate after plate of seafood samples. Some of us ordered soft-shell crab, some for the first time. The next time you find yourself at the northern shore of the mouth of the Potomac River, be sure to stop at 'Jerry's Place' for lunch! 179 miles for the day.

Three Events

Rolling Thunder is made of three main events; 1) dealer parades from the various dealerships to the Pentagon parking lot, 2) the massive parade of bikes from the Pentagon through downtown DC, and 3) a visit to The Wall.

The Sunday "Ride of the Patriots"

Throughout the Washington DC / Baltimore area, large groups of motorcycles collect at their respective local Harley-Davidson dealers to ride to the Pentagon staging area. There are ten H-D dealers in the Washington, DC area; each having a parade of thousands of bikes that are police escorted into the Pentagon parking lot. Traditionally, nearly 5,000 motorcycles join Patriot H-D in their Ride of the Patriots.

At 6:30AM on a beautiful Sunday morning, our group of 17 bikes rode to line up in at the front of the Patriot lineup in Fairfax, VA. Dave Knutson had arranged for the HOG Director to provide us with up-front priority passes. Without priority passes, we would have had to park somewhere in the 5,000-bike, two-mile lineup along the road. The passes allowed us to be at the front of the line and to easily visit the dealership while we waited for the 9:00AM send-off. We also had access to coffee, donuts, breakfast sandwiches and handy health-break facilities. Thank-you, Dave!

The "Ride of the Patriots" service included a parade, a band, honor guards and a memorial service with several veterans sharing their experiences.

Promptly at 9:00AM, under police escort, thousands of us in the Ride of the Patriots began the ride to the Pentagon parking area. A reported 350,000 motorcycles assembled at the Pentagon parking lot for the noon parade ride to the Memorial. The numbers thrown around are very 'iffy'. I have heard anywhere from 250,000 to 1.5M bikes in the parade. I'll go with the 350,000 estimate in the newspaper. *The Washington Post* reported that there were over a half-million motorcycles and well over a million motorcycles and spectators along the parade route. A television station's count came up with about 800,000 motorcycles at or near the Mall area.



One of three Pentagon parking lots used for staging the Rolling Thunder parade

Rolling Thunder Parade

At noon sharp on Sunday, the first rows of bikes started to leave from the Pentagon staging area. The parade is correctly named 'Rolling Thunder'. Lighting up thousands of Harleys in one spot is definitely a memorable sound! The Washington, DC police and the Rolling Thunder officials did a great job in traffic control and in escorting the three-hour long double-line of motorcycles from the Pentagon parking lot to the Vietnam Memorial, also known as "The Wall". The bike parade route travels along the Mall, past the Monuments and by many of the impressive Federal buildings in the Mall area. Although the parade is a three-hour procession of bikes, it takes about an hour to complete the route.

The parade is both fun and exciting; shouting, saluting and flag waving spectators line the entire route. One touching sight, repeated from last year, was of an 80-year old and a seven-year old standing together in similar military uniforms, saluting the riders as they passed. There was also the Marine who annually stands at salute through the entire parade.



This Marine annually holds a salute throughout the entire parade

The end of the parade gives your clutch hand a serious workout as the bikes start to slow down and pile up at the end. Some of our group parked their bikes and went to The Wall; others of us bypassed the parking area and headed up the George Washington Memorial Parkway to head out of town.

At The Wall, lines of people quietly file past the thousands of names etched into The Wall. Each of my three prior visits was very emotional when one considers the sacrifice that over fifty-eight thousand men and women made to support our country. The Wall deeply affects most of us when we view the thousands of names etched on the marble surface.

Going Home

Although we went out as a group, several of us had specific return routes in mind. Shortly before the end of the Sunday Parade, the rain started to fall. Rain has a way of changing one's plans, no matter how firm. Mike Lindstrom, Bob Krugerud and I were planning to meet up and head west. After a few cell-phone discussions, we were able to contact each other and around 3:00, we headed northwest on the George Washington Memorial Parkway, leaving the Washington, DC traffic behind us. Our plan was to aim for home via freeways. The rain stayed with us, on and off, throughout the day. We stopped for the night in Morgantown, WV with 249 miles for the day.

On a sunny Monday morning, Bob found a road on the map that looked like a promising route through the WV Mountains. Following his suggestion, we followed a wonderful 80+ mile route with 9% grades and twisties and no stop-signs or traffic lights. If interested, look for WV-7 & US250. It is variously called the Mason-Dixon Hwy, Hornet Hwy, Waynesburg Pike and Dragons Hwy and winds its way from Morgantown through the Cumberland Mountains to Bethlehem, WV and I-70W. Our Monday ended in Bloomington, IL with 570 miles.

Tuesday was just another day on the freeway. More rain as we approached the Twin Cities. We arrived home at 4:30PM, 510 miles for Tuesday. Total trip miles for me -- 2,901. Others had up to 3,969-miles.

Other Routes Home

On Sunday evening, the rest of the group stayed over at the Fairfax Hilton Garden Inn and headed out on Monday morning.

Dave Knutson, Greg Anderson and Jeff Schadegg went to York, PA for the H-D factory tour then rode the Skyline Drive and the Blue Ridge Parkway. At Cherokee, Greg headed into Great Smoky Mountain Park and Jeff rode The Dragon. They met up at Smoky Mountain Harley-Davidson and headed to Poopy's in Savannah, IL for some tasteful T-shirts before going home. While Greg and Jeff were touring the Parks area, Dave met up with Dennis Winegar and attended the National Drag Races in Joliet, IL before heading home.

Gerry Palmer was our mileage leader with 3,969-miles. He did the Skyline, the Blue Ridge and the Tail of the Dragon - three times! He then visited family in Cincinnati and arrived home on the following Friday.

Ard Conklin and Mary Solomonson extended their ride considerably by riding down the east coast to Florida and then west to California totaling about 6,500-miles.

Tom and Deb Deveny went north through New York, visited Niagara Falls and friends in Toronto before re-entering the U.S. through Sault Ste Marie.

Anne Fosse rode ~300-miles back to her home in Cary, NC.

Musings

We had an enjoyable trip with some first-rate riders. One of the cool things of a group ride is the friendships and camaraderie along the way. One of our discussions was where to go on our next trip. Mt. St. Helens? Grand Canyon? King Edward Island? Quebec City? We have, "So many roads, so little time!"

The trip was a great opportunity to reassess some of my equipment. My 12" x 16" gallon Ziploc bags kept all items bone-dry in my T-Bag and made them easy to dig out and re-pack. The new boots proved to be good-walking, comfortable and waterproof; the helmet rain shield works fine and the raingear keeps the water out!

One seldom remembers details of a perfect trip and our stories usually start with some problem that came up, e.g., a flat tire, stuck in the mud, out of gas, etc. "An adventure is but an inconvenience remembered."

About the author:

Boyd Uppman has been two-wheeling for 63-years starting in 1954 with a Cushman-Super scooter followed by a variety of 27 motorcycles, including six Harleys. He is a member of the MidWeek Riders, WP HOG, TC-South HOG, the Road Guardians and the Iron-Butt Association (IBA)

Would you like to be part of the next newsletter?
Send your story along with any photos to:

editor@wildprairiehog.com

