

Hog Tails

October 2009
Central South Dakota H.O.G.



Officers 2009

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Randy Bingner, Chapter Director

The end of the traditional summer riding season makes my thoughts turn to the annual election of chapter officers. This election will be at the December membership meeting. The following are brief descriptions of the duties of the various chapter officer positions.

Do you see yourself in any of these positions? You should. Every chapter member has something of value to take from this chapter. Every member has something of value to give back. Give the chapter your time, energy, and ideas, and we will all see a better CSD HOG.

Director responsibilities include: assuming the overall responsibility for the administration of the HOG chapter, conducting chapter meetings, coordinating chapter officer responsibilities, ensuring that risk management and financial management requirements are met, routing HOG correspondence and information to the chapter officers and members, and working with the sponsoring dealer.

Assistant Director responsibilities include: assisting the director and dealership, acting as the liaison between the chapter and the State Rally Committee.

Treasurer responsibilities include: collecting chapter dues, managing chapter funds, overseeing the preparation of the federal income tax return, and reporting to the membership monthly.

Secretary responsibilities include: keeping minutes of the membership and officers' meetings, and overseeing the administrative needs of the chapter.

Activities Officer responsibilities include: overseeing the administration of chapter events, recruiting and instructing volunteers for chapter events, ensuring the insurance requirements are met for chapter events, ensuring injury reports are sent to Harley-Davidson when accidents occur, and overseeing the collection of appropriate release forms for chapter events.

Ladies of Harley Officer responsibilities include: encouraging women riders to take an active part in the chapter, coordinating LOH chapter activities.

Road Captain responsibilities include: assisting in planning routes for chapter rides, educating chapter members about group riding techniques, informing chapter members of any hand signals used by the chapter on group rides, assisting in obtaining signed release forms for chapter rides, ensuring injury reports are sent to Harley-Davidson when accidents occur, and acting as a guide for chapter rides.

Editor responsibilities include: authoring, editing, and distributing the chapter newsletter and informing the chapter member of activities by printing them in the chapter newsletter.

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Safety Officer responsibilities include: providing Motorcycle Safety Foundation information to members, educating members about the Safe Rider Skills program, and assisting the Road Captain the performance of the duties assigned to the Road Captain.

Photographer responsibilities include taking and organizing photos for chapter and HOG publications.

Membership Officer responsibilities include enrolling new members into the chapter, ensuring that chapter members have current National HOG membership, administering the annual chapter member renewal process, maintaining membership changes online at members.hog.com. **[The Membership Officer would be a new position for CSD HOG.]**

Meetings

The first Tuesday of each month at 6:30 p.m. at Petersen Motors.
Membership is \$10 annually.

Check out our website at petersenmotorcycles.com/HOG

Email news and comments to: donjzeller@aol.com

Stop in at Petersen Motors and pick up your 2009 Central South Dakota HOG calendar:

- | | | |
|-----------|--|------------------------------|
| October 6 | – Tuesday - Monthly Meeting | 6:30 p.m. at Petersen Motors |
| Nov 3 | – Tuesday - Monthly Meeting | 6:30 p m at Peterson Motors |
| Dec 1 | -- Tuesday – Monthly Meeting and election of offices and chilli feed | |
| Jan 5 | – Tuesday - Monthly Meeting | 6:30 p.m. at Petersen Motors |

Club website at www.petersenmotorcycles.com/HOG

Labor Day Ride to New Ulm, Minnesota and the Schell's Brewery



The ten people above enjoyed a beautiful lakes and rivers tour over the 3 day Labor Day weekend.

WINTERIZE YOUR BIKE

By Ross Petersen

The days are getting shorter, the nights colder, and our riding season is on the down hill slide. Yes, some of our peers may be able to ride 12 months a year, but for the rest of us winter usually means we put the bikes away. A sad time indeed.

Proper storage can help assure a smooth rollout once the weather breaks in the spring, so lets look at some of the dos and don'ts.

Engine oil – a good rule of thumb is if you are more than one half way through your oil change schedule, i.e. 1,250 miles for regular oil, 2,500 miles for SYN3, change your oil. This is also a good time to give the bike a thorough cleaning, removing all the dead bugs and road grim, and then apply a good coat of wax. Don't forget, there is more to protect than just the painted parts – wheels, fork sliders and such need protection, too. A detailing spray cleaner is a good way to clean and protect.

Fuel – fill your tank almost full – leave just a little bit of room – with premium fuel and add the recommended amount of fuel stabilizer. The Sta-Bil we use at the shop is 1 ounce for every 2.5 gallons of fuel. Run the engine for a little bit after adding the stabilizer to get the treated fuel into the fuel injectors or carb (if your bike is carb you can shut the gas off and run it dry to help keep the jets from getting plugged).

Tires – fill your tires to your operating pressure. Our recommendation is 36 to 38 psi front, 40 psi rear. You also can park on cardboard or carpet scraps to keep the tires off the concrete floor.

Battery – We love selling our customers a \$100.00 battery every couple of years, but if you don't like buying one, invest in a Battery Tender. For under \$40 you can easily double the life of your batteries by using a tender. And not just your motorcycle battery – I have used them on my boat since 2005 and am on the same batteries.

Covers – A cover is not necessary, but if you use one indoors make sure it is breathable. You do not want moisture building up under a plastic cover and pitting up your finish.

If you do plan to ride over the winter – great! If not, leave your bike alone. The worst thing you can do is start it up once a month for a couple of minutes.

1. Engine combustion creates water. If you start your bike and do not let it warm up completely – I mean get the engine hot – the moisture does not evaporate and instead eats up the inside of your engine.
2. Motorcycle charging systems do not charge a battery at idle. In fact, they don't charge properly until 2,000 RPM or higher.
3. Even if in heated storage, it is still cold, and starting a big air cooled engine that runs thick, 20w50 oil (even SYN3) can do some damage. Startup is the hardest time on your engine since all the oil has run to the bottom. Also, some older bikes will spit some oil out the crank case breather after sitting for extended periods, causing a mess.

When spring finally arrives check your tires, oil level, lights, brakes and other critical equipment and you should be ready to ride. But watch out for other drivers that are not used to seeing bikes on the road, and for the dirt left behind by the sanding trucks.

South Dakota Motorcycle statistics:

Year to Date: 14 fatalities, includes one passenger. of those 13; 11 used no helmets, 4 were speed related, and 2 were alcohol related, and average age of the 12 Motor cycle drivers was 48. (one 40 year old, five individuals 50-59 years old, and three individuals 60-64 years old). Eight of the 13 fatalities are from SD.

Aaron Hoelscher story from the back of a HD Road Glide through Wyoming

The 9th Annual Memorial Day ride started on the final day of school and I did not mind skipping school to ride with my dad on the back of his 2008 Harley Davidson Road Glide. My name is Aaron Hoelscher and I am 10 years old. I was up at my usual school time, but dressed in leathers and boots instead of shorts and tennis shoes, ready to ride. The first day of riding had industrial strength bugs, better known as huge grasshoppers, hitting the bikes left and right. When we reached Casper, we ate supper at the Harley Davidson dealership and then went to the hotel. The hospitality room was the best because it had FREE SODA and lots of it. I was the hospitality host for the guys and also had my share of soda. We went downtown to a show and shine car show and saw motorcycles with side cars, a 57 Corvette C1, and a street legal dragster.

On day two of the ride, it started by seeing an occasional antelope and me counting sage brush to stay awake. The only other thing I could see was red, lots of red....the back of Dad's Nolan helmet. Not too exciting for a 10 year old. As we were riding through Rock Springs, I spied a Kmart, or what I thought was a Kmart in a mall. As we rode up to it, I realized it was not Kmart but a Harley Davidson dealership. The excitement was when Troy bought a small "bendy" antenna for his new bike. As we got ready to go, we put on our rain gear and it rained most of the way back. Just outside of Casper, Kevin and Susan were ahead of us and lost something on the highway. Dad dodged it as we thought it was a cell phone, but instead they lost a highway peg. We went back to the hotel and ate supper with friends. I had calamari, which is so good!

On the last day of the Memorial Day ride, I saw the big shovels and cranes in the open pit mines as we traveled to New Castle. I counted 13 trains with 110 cars and 4 engines each. We traveled to Hot Springs for the banquet at the bowling alley. Dad and I played pin ball and I had plenty of soda with free refills. The banquet was held inside due to the heavy rain, and boy did it downpour.

The next day, Dad and I spent time riding through Custer State Park and the southern hills. I had my picture taken with the 1880 train at a railroad crossing.

We spent the night with my great aunt and uncle near Hill City. On our last day we rented a 2009 Harley Davidson Ultra Classic and toured the northern hills and had lunch at the Sugar Shack.

The 9th Annual Memorial Day Ride was really fun because I spent time with my dad, even though I got pretty tired looking at the back of his red helmet.



Cole Hoelscher's Trip to Wyoming

After my brother, Aaron and my dad went on the Memorial Day Ride, my dad decided he would take me on a ride, too. We decided to ride in northwestern Wyoming and into Montana. We left on July 8 early in the morning and headed to Vivian to get on Interstate 90. We grabbed a quick breakfast in Kadoka and hit the road again on Highway 44 to Rapid City among the foggy scenery. Once we got to the Black Hills, we headed to Keystone and the Alpine Slide. We bought our tickets and went to the top to get in line. Now, there is a slow lane and a fast lane so I thought ok I'm not a baby I'll go down the fast lane. I went first and started down the slide kinda slow. Dad caught me and tail gated me all the way to the bottom. I guess he did not use his brakes at all!

After the slide, we decided to see if we could catch the 1880 Train going to Hill City. The train had already left Keystone, so we booked it to catch the train at one of the crossings. We caught the train, took pictures, and of course waved at the people in the train at the crossing. Later, we rode the Needles Highway where we had an encounter with a bus coming around the sharp curve. I almost wet my pants but my dad was real cool. I guess it was just the image of the grill of a 10-ton tour bus having us for lunch! While going through the Needles there are always slow people. We were following some very slow tourists from all across the country that slowed down about every turn to take pictures and finally let us pass. We ended up at the Game Lodge and decide to stop for ice cream. A guy talked us into getting these huge waffle cones instead of the stuff in the freezer. These things were huge, so by the time we were done eating; the tourists we passed earlier, now just passed us.

We finished our day of riding on Iron Mountain Road and ended at my great aunt and uncle's house just outside of Hill City. We got settled in and chatted for a bit before we ate wonderful steak kabobs. Then, we got an astonishing phone call as the neighbor claimed she saw a doe watching her fawn run and play when she saw something lurking in the bushes. You guessed it ... a mountain lion. She sat for 10 minutes with the lion constantly staring at her. She was afraid to move or even run in the house. For the rest of that night we stared out the window to see if we could find the mountain lion in the trees.

The next morning we started out early and headed up through the canyons occasionally stopping to take pictures. As we left South Dakota, I could smell the Wyoming air wisp through my helmet and actually, there was no difference. I was like, "Oh this is a rip off." As we headed toward Devil's Tower, Dad asked me if I was going to climb the tower. I asked if he was serious and he was, I guess. I thought about it until I saw the huge monument and responded, "Yea right when that thing erodes in a million years then I'll think about it." There were people scaling this thing at a pretty amazing rate and others were chickening out and repelling down the mountain. I would have been one of those climbers. We traveled to Gillette where we stopped at the Harley Davidson dealership for yet again some more ice cream. Now, this dealership was deluxe as it had two floors and a huge selection of used and new bikes. We ended our day in Buffalo and intended to stay a Super 8 with no pool. Keep that in mind! We fueled up just outside of town and saw a Holiday Inn Express with a pool and the rates were only ten bucks more so we decide to stay there instead of the cheapo Super 8. Now we packed no swimming trunks as we intended to stay at hotels with no pools so dad said that we shouldn't pack them, but mom and I said we should. I guess moms know everything.....sometimes!! Anyway, we are in a very small town with no Wal-Mart or anything like that, but there was a Pamida and an outdoor store so we each found a swimsuit and went swimming.

On the morning of day three, we get rode to Cody through the southern Big Horns and it was very beautiful with lots of wild life. We arrived in Cody around noon, a little earlier than expected, so we decided to go up Bears Tooth Pass. We headed up Chief Joseph Scenic Highway and US 212 through the pass into Montana. There was still snow on the ground in the upper mountains and a few Oshkosh snowplows up at the top of the pass. The "bear's tooth" was a long way back in the mountains and was tucked between two peaks. As we came out of the pass, we took a pit stop for lunch at the Red Box Car. Evidently, it was an old train car but I thought it was a double wide trailer house. It was considered the cheapest place in town but had very good food. We headed back to Cody and stayed at the Kings Inn. It

was not like the one we have here in Pierre, but like the king of the jungle kind. We walked in to a jungle of stuffed African beasts from a pride of lions to a huge elephant head. It was amazing how the owner of the hotel had shot all of these himself. This was considered his African collection and the hotel next to us housed his North American collection.

The next day we headed on Highway 14 through Powell to Burgess Junction where we headed south to Shell. This drive was a scenic route through the northern Big Horns. When we got to Shell, we ate at a place called Dirty Annie's. Yea a real good name for a family oriented restaurant. We finished the day in Buffalo ate at a Mexican restaurant. It was very good but I have no idea how to pronounce the name of the place, so don't ask me!!

On our final day home we rode in two-hour increments for a total of 6 hours on the bike. All in all, it was worth the a\$\$ pain and a good bonding time with my dad that I will never forget. The trip was a total of 1700 miles, five days, and a lot of fun!!!



Cole and Marc