

Volume 40 issue 415

May 2024

LAKE SHORE

**HOG**™

Monthly Newsletter



# What's Happening

**May 19, 2024**

**Social Gathering**

**Breakfast at 9 a.m.**

**Chapter business at 10 a.m.**

## **Upcoming Rides and Activities**

**Niko's Red Mill**

Saturday May 4th

Leaving from Lake Shore Harley-Davidson

11:00 a.m.

**34th Annual Bike Blessing**

Sunday, May 5th

Leaving from Lake Shore Harley-Davidson

Line up at dealer NO LATER than 10:30 a.m.

**Farmers' Market/Civil War Museum**

Saturday, May 18th

Leaving from Lake Shore Harley-Davidson

8:00 a.m.

# What's Happening

## Upcoming Rides and Activities

### **WWDC #4—La Fogata**

Tuesday, May 21st

Leaving from Lake Shore Harley-Davidson

6:45 p.m. SHARP

### **Old Route 66 Ride**

Saturday, May 25th

Leaving from Lake Shore Harley-Davidson

8:00 a.m.

### **Island Bar and Grill**

Sunday, May 26th

Leaving from Lake Shore Harley-Davidson

9:00 a.m.

### **Pape Stache**

Friday, May 31st

Leaving from Lake Shore Harley-Davidson

10:00 a.m.

# What's Happening

## Upcoming Rides and Activities

### **Artsy-Fartsy Ride and Art Class**

Sunday, June 9th

Last day for registration MAY 4TH

### **Lake Shore H.O.G. ANNUAL GETAWAY**

St. Charles, MO

Thursday, June 27th—Sunday, June 30th

Leaving from Lake Shore Harley-Davidson





## Douglas Wrobel

### Director

Well, hello again.

We had another great turnout for the April chapter gathering. I know that the turnout will be short-lived as the weather starts to warm up. Old Mother Nature is still being bipolar right now.

The 34th Annual Bike Blessing is quickly approaching. It will be held on the 5th of May (the first Sunday in May). As John Sweeney discussed at the March chapter gathering, this is a totally different affair for us. This will either make or break us for next year. I don't want the Bike Blessing to end on my watch.

Lineup starts at 10 a.m., You, as chapter members, will be staged behind the dealership and broken down into groups and lead to the church by our road captains. We will ride the way the chapter rides. All others will be given a map and route if they wish to partake in the Blessing. They can follow the chapter and there will be flaggers at each turn. This is the best feasible way to continue.

Don't forget about our Chapter Trip to St Charles, MO. (See the flyer on page 6) We will be staying at the Comfort Suites. The address for the Comfort Suites Inn is 1400 S Fifth Street, St. Charles, Mo. The cost of the rooms is \$393 (tax included) for a king suite that sleeps 4 and \$428 (tax included) for a double queen. It is situated by restaurants and is four miles from St. Charles Harley-Davidson.

## Director (continued)

The link to reserve your rooms is below:

<http://www.choicehotels.com/ires/en-US/html/ArrivalInfo?hotel=MO131&srp=LLAKES&pu=no>

If you are interested in the trip, send me an e-mail and I will add your name to the list.

And last, but not least, Emergency Contact List. I know we talked about it at the meeting, but I feel that this is essential because of the hoops that had to be jumped through when one of our Chapter Members went down riding by themselves. Whether it's on your phone or cards. If they are cards, I recommend you fill out two of them. Put one on the bike and then one in the wallet or purse.

So now, let's ride and have some fun. Don't forget about ride 365.



Doug Wrobel

**Director/Road Captain**

[director@lakeshorehog.com](mailto:director@lakeshorehog.com)



**LAKESHORE H.O.G. ANNUAL  
GET AWAY**

**THIS YEAR'S TRIP  
TAKES US DOWN TO  
ST CHARLES MO**

JUNE 27<sup>TH</sup> – JUNE 30

COMFORT SUITES

1400 S FIFTH ST

ST CHARLES MO.

<http://www.choicehotels.com/ires/en-US/html/ArrivalInfo?hotel=MO131&srp=LLAKES&pu=no>

COME JOIN US AS WE HEAD DOWN TO ST CHARLES MO AND  
RIDE SOME OF THE BACK ROADS OR JUST VISIT THE ST  
CHARLES HISTORIC DISTRICT.



Scott Sears  
Assistant Director

Greetings Lake Shore H.O.G.,

Well, we had another great turn out for April's meeting; and we are seeing new members join the chapter every month which is awesome. Welcome aboard to all of our new members. I hope to see you at upcoming rides and events.

May 5th is our Bike Blessing. It is going to be a little different this year, but I think it will still be a fun event. And what better way to kick off the riding season then to have your bike blessed.

Just a few reminders about upcoming national H.O.G. events:

- Great Lakes Rally is June 6th - June 9th
- The H-D Homecoming is July 26th—July 28th

All of the details about these events are online at HOG.com.

Also, the chapter trip down to St. Charles, MO is June 27th - June 30th. These trips are a lot of fun, and a great way to spend time with other chapter members.

As always, if anyone has questions, concerns, or ideas, please feel free to reach out to myself, or any of the primary officers. This is your chapter, and we want to make it enjoyable for all.

See you next month.

Scott (Pooh Bear) Sears

**Assistant Director/Road Captain**

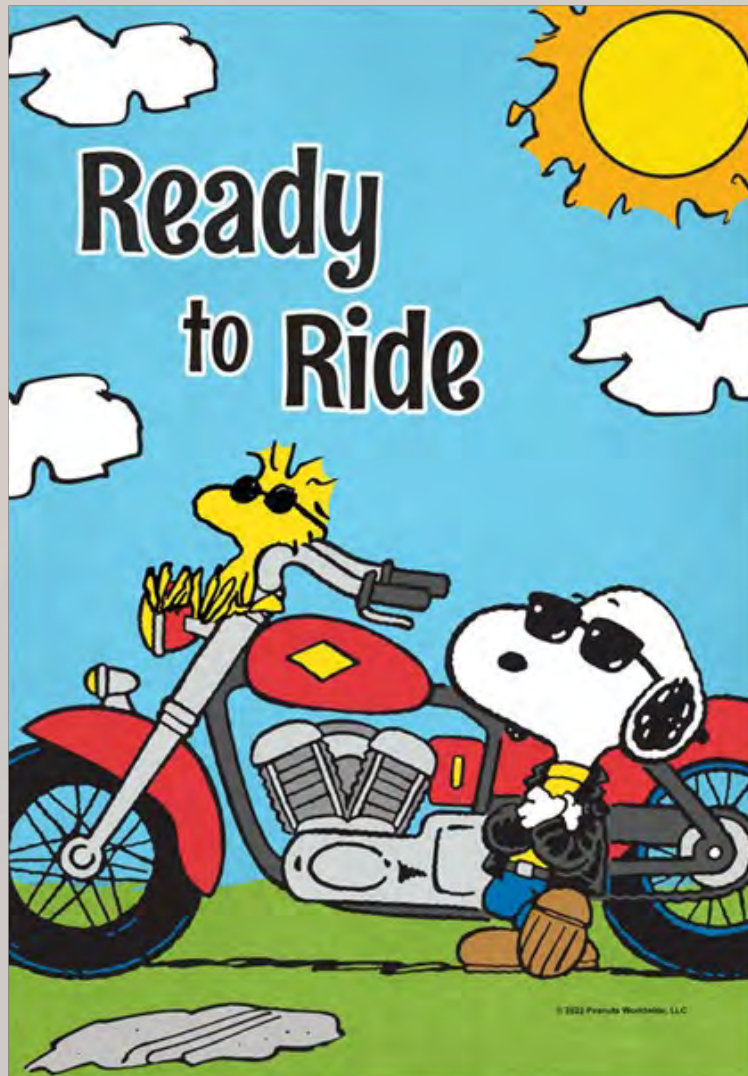
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Rick Cruz  
Treasurer

Let's Ride!



Rick Cruz

**Treasurer/Road Captain**

[treasurer@lakeshorehog.com](mailto:treasurer@lakeshorehog.com)



## Roz Wrobel

### Membership

Greetings from Membership

As I sit here writing this article, it's hard to believe that our annual Bike Blessing is right around the corner. We are at 34 years and counting. The turnout for this event is always awesome and there are so many different bikes that show up. Hope all will come out to enjoy this event; the people at the church (St. Paul's) look forward to it each year. I for one never miss this.

Also, the chapter trip is coming, so if you have not signed up, you don't know what you are missing. Need more info? You can always check the website or contact Doug.

We are growing again, we are 151 family strong. We had three new members. Please welcome, Melissa Hedberg, Tom Conrad, and Gustavo Gonzalez Siaba. If you see them at a chapter meeting, event, or even at the dealership, make sure you say hi.

We had our safety meeting at the last chapter meeting and Joe did not disappoint. Lots of information was given and I always learn something new for the riding season. Thanks, Joe for the time and information that you provided.

As always, please remember to keep your National H.O.G. membership updated. If it should expire, your membership with the chapter becomes inactive until your national H.O.G. is current. This can be done easily by logging onto [www.hog.com](http://www.hog.com). I will also send an email (or text if no email) if it has expired. I check several times a month, please make sure that I have your current email address.



John R. Sweeney Jr.  
Head Road Captain/ Webmaster

Howdy Everyone,

Our 34th Annual Bike Blessing is coming up on Sunday, May 5th and it is going to be very different from years past.

We no longer will be getting our police escort to the church. Law enforcement no longer does support for motorcycle parades due to liability. We are on our own getting all of the bikes up to the church.

So, we have decided to use flaggers for all of the turns. The sheriff's department will help us get out of the parking lot and will direct traffic through our first left at the corner of routes 176 and 43. This should prevent a bottleneck at that first turn. After that, we just ride in a straight line until we see a flagger. The flaggers will direct us at each turn all the way to the church.

If you want to ride with the chapter, please be at Lake Shore no later than 10:30am to line-up with the other members. We will be using road captains to lead our officers, color guard and members in groups up to the church. All of the other participants are riding up there individually.

Those that have volunteered to assist have been contacted via email and know what they will be doing at the blessing. We don't want to see our Bike Blessing end, so how this year goes will determine if we can continue or not. I think we have all the bases covered. Fingers crossed and I hope to see you on the 5th.

## Head Road Captain/ Webmaster (continued)

When you go on any chapter ride, you have fun, see some great roads, and get to your destination safely. This is due, in large part, to our road captains. It's because of them that we have so many great rides.

They take the time to pick a destination, plan the route, make maps, pre-ride the route to be sure it's scenic and safe, contact the destination to prepare for your arrival, lead or sweep the ride, keep everyone together and safe, and get you to your destination. They do all of this, because they are giving back to the chapter and making it more enjoyable for all of us.

We join a chapter to meet people and ride and they definitely do one hell of a good job. So my hat's off to them and a big thank you for the job that you do, time and time again. Great job guys and gals...

Till next month...

**John R Sweeney Jr.**

"Remember, it's not the destination, it's the journey!"

**Head Road Captain & Webmaster**

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## Sammie Sweeney Ladies of Harley (LOH) Officer

Thank you to all the ladies that came to our Hitz Pizza party. As usual, it was a lot of fun and the food was great. Congrats to Lin Hoogerhyde for winning our raffle, which was a filled out activities card. Also, thank you ladies for your suggestions for future LOH activities.

Next up is our June 9th art class. We will have our Artsy-Fartsy ride to the class. The women will do the art and the men will fart around on their motorcycles.

Our deadline for registration is May 4th. We have five seats left. If you are interested, please contact me **ASAP**. More information about the ride will be on our calendar.

### **Food for thought:**

"Never ride faster than your guardian angel can fly."

Author Unknown

Till next time,  
Sammie Sweeney  
**LOH (Ladies of Harley) Officer**  
[loh@lakeshorehog.com](mailto:loh@lakeshorehog.com)



# Teddy Bear Corner

Hi Everyone,

Nothing for this month.

Getting ready for our Teddy Bear Ride in July.

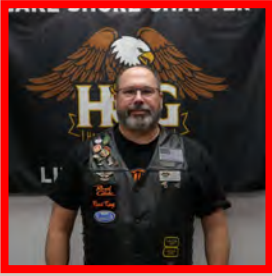
More to come next month...

Till next time,

Sammie Sweeney

**Teddy Bear Coordinator**

[teddybears@lakeshorehog.com](mailto:teddybears@lakeshorehog.com)



Joe Murglin  
Safety Officer

## Tire Lingo Made Easy

It looks like I'll be installing a new set of tires on my 2018 Road Glide Special this season, so I did a little research to understand the meaning behind the tire size call outs found on the sidewall.

Let's use my factory Dunlop front tire as an example:

### **D408F 130/60 B19 MC 61H**

**D408F** is Dunlop's tire model.

**130/60** is the width across the tread (130) in millimeters and the 60 is the aspect ratio of the tire. In other words, the sidewall height is 60% of the tread width or 78 mm.

**B** stands for bias ply; R would be for radial.

**19** is the rim diameter in inches.

**M/C** designates a motorcycle tire.

**61** is the load index. In this case 567 pounds (see the load index table below).

**H** is the speed rating. In this case its 130 mph (see the speed rating table on the next page).

## Safety Officer (continued)

### ► Motorcycle Tire Load Index Chart ◀

LI = Load Index. KG = 2.2 lbs.

LI	KG	LBS	LI	KG	LBS	LI	KG	LBS	LI	KG	LBS	LI	KG	LBS	LI	KG	LBS
43	155	342	51	195	430	59	243	536	67	307	677	75	387	853	83	487	1074
44	160	353	52	200	441	60	250	531	68	315	694	76	400	882	84	500	1102
45	165	364	53	206	454	61	257	567	69	325	716	77	412	908	85	515	1135
46	170	375	54	212	467	62	265	584	70	335	739	78	425	937	86	530	1168
47	175	386	55	218	481	63	272	600	71	345	761	79	437	963	87	545	1201
48	180	397	56	224	494	64	280	617	72	355	783	80	450	992	88	560	1235
49	185	408	57	230	507	65	290	639	73	365	805	81	462	1019	89	580	1279
50	190	419	58	236	520	66	300	661	74	375	827	82	475	1047	90	600	1323

### Speed Rating Chart

Speed Rating	Speed (km/h)	Speed (mph)
A1	5	3
A2	10	6
A3	15	9
A4	20	12
A5	25	16
A6	30	19
A7	35	22
A8	40	25
B	50	31
C	60	37

Speed Rating	Speed (km/h)	Speed (mph)
D	65	40
E	70	43
F	80	50
G	90	56
J	100	62
K	110	68
L	120	75
M	130	81
N	140	87
P	150	93

Speed Rating	Speed (km/h)	Speed (mph)
Q	160	99
R	170	106
S	180	112
T	190	118
U	200	124
H	210	130
V	240	149
W	270	168
Y	300	186
ZR	Over 240	Over 150

I hope you find this information useful when it's time for you to refit your bike with some new tires.



## Dave Jones Historian

Harley-Davidson – Heading to the 100 MPH bike...

There's a story /joke that comes up every so often:  
When the second motorcycle was built, the first race was scheduled.

From the beginning, the brothers and friends that started Harley-Davidson worked fast to improve their bikes, both for public consumption and for speed. For H-D, bike(s) later labeled 'Model 0' and 'Model 1', were basically bicycles with 24.74 cu (405.5 cc) intake over exhaust (IOE) engines. They were single cylinder, belt (leather) drive with coaster breaks. The work/production of these models took place from 1903 (official start date for H-D) through 1905.

Two improved models were (Models 2 and 3) were built during the '06 - '07 years – again, singles with IOE, but a bit bigger (26.8 cu / 439 cc) and the addition of dual spring front suspension. I can imagine that was a vast improvement when trying to go faster at that time.

Then, in 1908, they made some major changes in their bikes – design changes for better riding. They kept the same engine, but increased the size of the frame, front fork, and tires, while adding fenders for the first time. They now had a more durable motorcycle, with consideration for the clothing of the riding public.

## Historian (continued)

In 1909, through 1910, new changes to the bikes brought new models – adding rider-specific modifications which gave people choices! The model(s) 5 and 6 both had 30.16 cu (494.2 cc) single cylinder IOE engines - slightly bigger again from previous models. The Models 5 and 5a had 28" wheels, and the Models 5b and 5c had 26' wheels for the shorter riders. In addition, Model 5 offered battery ignition, while 5a offered magneto ignition (for the first time), while 5b and 5c offered either battery or magneto, along with the shorted wheels.

They also introduced (same time, same place) a Model 6 with the previously listed options, but with an incorporated idler arm for additional frame to steering stability. Then, they took a breath. But not for long!

The year 1911 saw the introduction of the Model 7. It was the first V-Twin IOE engine clocking in at 49 cu (800 cc) and a top speed of 60 mph – quite a jump from the previous models! The catch was that the first successful (offered) model with this equipment, was the Model 7d. Models 7, 7a, 7b, 7c were all a bust and not continued. At first, if you don't succeed, try again sort of thing. Good thing they did, because this was the first Harley-Davidson you might know the name of. It was dubbed "The Silent Gray Fellow".

After the 7 was introduced, things really took off for Harley-Davidson. In 1912, they developed a better designation system, as things were added to the machines. Enter the X8D and X8E. Both had a V-Twin IOE engine that was the biggest at that time (60.32 cu / 988 cc), and both had the "X" designation for a rear wheel clutch. However, the X8D had the traditional belt drive, while the X8E had the brand new never before offered chain drive.

## Historian (continued)

Both also had a new, heavier and lower frame, as well as springs in both the front and the back of the bikes. These bikes proved to be too large for some riders, so in 1913 (to help sales and to stay in business), the 9a and 9b were added. The 9s carried smaller, single cylinder engine (34.47 cu/564.9 cc) but carried the mechanical IOE valve that was developed for the Model 8s. The options for the 9s were 9a (belt drive) and 9b (chain drive).

Then, another big change swept up the country, and the world. Harley-Davidson moved from their original, yellow brick factory to a five-story red brick factory in 1913. In 1914, there were about 16,000 motorcycles in the USA. Then came WWI – “The war to end all wars” – and H-D had a part to play.

In 1914, Harley saw the writing on the wall and developed the 10f. It had a 49.48 cu (564.9 cc) IOE V-Twin engine with several new inclusions. There was a 2-speed transmission, enclosed intake valve (filtered), primary drive chain and a step- starter (kick- starter). As per the U.S. Army, a sidecar was added as an option. By 1917, the Army had ordered over 20,000 units for use on the various fronts.

Following the war, the 11f was introduced with a 61 cu (1,000 cc) V-Twin with IOE, angled at 45 degrees, something that became the ‘standard’ for H-D. The 11s also offered three speeds, as well as electric headlight and taillights, which were more user-friendly for roads in America.

And the 100 mph bike? It was still several years down the road; 1921 to be exact. Does the name Otto Walker ring a bell? Watch for him next month.

### **Historian**

Dave Jones

[Historian@LakeShoreHOG.com](mailto:Historian@LakeShoreHOG.com)



# Bob Morrison Photographer

Hello sisters and brothers,

Hope everyone has been able to get out on the warm days this past month. Our Annual Bike Blessing is almost here. Let's have another large turnout by our chapter to start the season out.

Here are some memories from this last month.

April Gathering/Meeting:



# April Gathering/Meeting(continued):



Misc. photos from our members:



See you at the 34<sup>th</sup> Annual Bike Blessing on May 5<sup>th</sup>!

Bob and Nancy

Bob Morrison

**Photographer**

[photographer@lakeshorehog.com](mailto:photographer@lakeshorehog.com)

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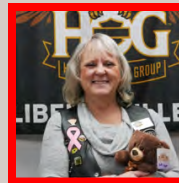


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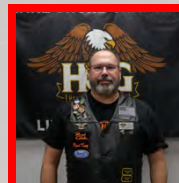
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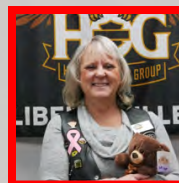
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