



# GRUENE



*Harley-Davidson*®

NEW BRAUNFELS, TX



News

[www.gruenehog.com](http://www.gruenehog.com)

## Director's Corner:

Dear Fellow Gruene HOG Members,

Maybe I should start out by saying family members, because that is what I believe we are – family. I hope you have enjoyed your summer, even though it was much too warm for me. I also hope that you have enjoyed our time together as much as I have enjoyed being with all of you. Since we are all brothers and sisters, I hope we always have each other's back, both on the road and otherwise.

I have enjoyed the past two years with y'all, but it is time for me to step down. It has been an honor and a privilege to have been your director. I know we have not always agreed on everything, but we have always worked things out, just as a family should.

My other officers have been the backbone of this organization, and without them we could not have done anything worthwhile, and I would have been lost. Without them and the Road Captains, as well as those of you that have volunteered for many events, I thank you. It is time for the changing of the guard so to speak and I hope to see this chapter flourish even more in the next years ahead.

I have been proud to say I am and was the Director of Gruene HOG. I will continue to mentor anyone who request it, and will always be available to anyone who needs to talk. I will continue to consult with the new officers anytime they need advice or direction.

I would also like to thank our dealer, Gruene Harley Davidson, for the great support they have shown us. All the way from the porters in the back to Adam "Smitty" Smith, our General Manager, thank you. I cannot forget our Chapter Manager Raymond Shockey, who has helped me immensely being our key to communication between us and the dealer, Ride 365 Program and of course, acquiring many gifts for our meetings and other activities.

Thank you all very much.

I hope we will give our dealer the support in return that they have given us. Loyalty and respect is always a give and take thing, and you cannot expect either one without giving from yourself. I cannot say enough good things about our dealer because they have always been there for me and this group.

We have lost many friends and family this past year, so let us stay close and remember life is a gift from above. Here is to a bright future for us all and have a great rest of the year and a Happy New Year! Much love to all!

Let's Ride and Have FUN!!!!!!

***Ride on!!!!!!!!!!!!!!!!!!!!!! Uncle Howie***



Howard Armstrong - Director, Gruene H.O.G. Chapter / Road Captain



## Director's Corner Con't:

I have included an article here that I hope will be a reminder for you all to always be aware out on the road. I am sure you can think of several more, but here are some common mistakes, that could be our last one.

### Common Motorcycle Accidents: How to Avoid them

#### Tips That Could Save Your Life

Riding a motorcycle is dangerous. Luckily, bikes also give you the best possible tools to avoid crashing – incredibly powerful brakes, obstruction-free vision, excellent handling and very grippy tires. Here's how to use those tools, and your very own brain, to avoid one of these common motorcycle accidents.

#### Motorcycle Safety:

Want to reduce your odds of dying in a crash? Get educated. New riders should complete a basic rider course from the MSF or similar while advanced tuition is available at race tracks. It can be cheaper than you fear.

Safety gear doesn't just help prevent injury in a crash, it can also make riding more comfortable, put you in better control of your bike, and help you be seen by other drivers. Bright colors on your helmet and jacket/suit will help car drivers see you, potentially avoiding some of the common accidents detailed below.

#### I: A Car Turns Left in Front of You:

The most common motorcycle accident. A car fails to see you or judges your speed incorrectly, turning in front of you at an intersection. Blame inattention, distraction, blind spots and even psychology; a driver looking for cars perceives merely an absence of cars, not the presence of a motorcycle.

How to Avoid It: Simple, you just need to see it coming. Part of your job as a motorcyclist is to develop a precognitive sixth sense. Look for signs that could indicate someone may turn in front of you: a car is at an intersection waiting to turn, there's a gap in traffic near an intersection, driveway or parking lot. In either situation, slow down, cover your brakes and get ready to take evasive action. Yes, you do need to take something as innocuous as a car waiting in a turn lane as a major and immediate threat to your life. You also need to account for objects outside of your vision. Gaps in traffic indicate the possibility of someone coming through that gap, even if you can't see them.

Again, MAJOR THREAT, PREPARE FOR EVASIVE ACTION.

And once you've identified said threat, you can work it through levels of severity. Is the driver clearly able to see you, without obstruction from their window pillars, trees or signs? Is that person actually looking? Are they looking at you? How are they situated in the road? What is their speed? Where are their wheels pointing?

Look at their wheels, not the car - they'll give you the first clue of movement. During all this, also be aware of what's behind and to your side. Should you need to take evasive action, you'll need to know your routes of escape. It's no good braking in time to avoid a turning car, only to be swatted from behind by a tailgating SUV. What's the road surface like? Is it going to be able to handle the full force of your brakes or are you going to lock them? You do know how to use the full ability of your brakes, right?

Under no circumstances should you "lay the bike down." Your best chance of survival comes from shedding as much speed as possible pre-collision, and you're going to be able to do that best with the bike completely upright, using both brakes. Even if you only have time to lose 10 or 20 mph, that could be the difference between going home with bruises and going home at all.

#### II: You Hit Gravel in a Blind Corner

You're out riding the twisty's when, seemingly without warning, you round a corner to find a patch of sand/gravel/leaves/horse dung/whatever in your path. You put your front tire in it and wipe out.

How to Avoid It: Don't hit it in the first place. Ride at a pace where your reaction time and ability to take action fits within your range of vision. On the road, "Slow In, Fast Out" is an effective rule of thumb. Enter a corner wide, to increase your vision and at an easy pace. You can pick up the speed on the way out, once you can see.

#### III: You Entered a Corner Too Fast

And now it's unexpectedly tightening and you're just not going to make it around. Oh no.

How to Avoid It: Don't be a dummy. Only ride as fast as you can see and use visual clues like telephone poles and signs to judge a road's direction, even if that road is disappearing over a blind crest.

If you do find yourself going too fast in a corner, the best approach is to trust the bike and try to ride it out. The bike is likely more capable than you are, so it's really you that's not capable of making it around. Take as much lean out of the bike as possible by hanging off, look where you want to go and be as smooth as possible on the controls. Do not whack on the brakes, chop the throttle or do anything else that

# Director's Corner Con't:

may upset the bike and cause a loss of traction. Don't panic if a peg or knee or something else touches down, just try to hold that lean angle, look for the corner exit and ride it out.

### IV: The Most Common Bike Accident

According to the 1981 Hurt Report – the largest study ever conducted on motorcycle accident causation – alcohol is a factor in 50 percent of all bike wrecks.

### How to Avoid It: Don't drink and ride.

And yes, y'all know I have been guilty, but like your parents said, do as I say and not as I do. But you know I don't ever do it on a HOG sanctioned ride!

## *Ride on!!!!!!!!!!!!!!!!!!!!!! Uncle Howie*



# H.O.G. Manager News



By Raymond Shockey:

*H.O.G. Chapter Manager, Gruene Harley-Davidson*

On behalf of our awesome dealership, thanks to all of you! My HOG manager handbook describes you as "our very best customers" and I couldn't agree more! I appreciate the great relationship we share and would like to add the word friends to that description! I see it almost every day at the dealership: sharing a cup of coffee, checking out new Harley models, or just hanging out around the service counter. It is a really cool thing to observe and be a part of, so from GHD to all of you, THANK YOU!

I am coming up quickly on my first anniversary as GHOG Manager and it has been an enjoyable and rewarding experience! To all the Chapter Officers, thank you for making the GHOG experience work! Yes, it takes time and effort, but in the end it is well worth it. From the chapter standpoint, it has been rewarding to see the gradual and steady increase in our membership numbers (the most I can recall in my almost five years as a member). Hoggies just stopping by GHD to visit a spell, or working at events, serving, and volunteering precious time to assist the dealership in many forms has been incredible.

From the dealership standpoint, it has been awesome for me to see the increasing encouragement and support of GHD. From member benefits, to opportunities to fund-raise for projects, to providing for meals and special GHOG activities, dealership support has been incredible! There's nothing like sitting back and observing, while occasionally participating in, the interaction between employees and Hoggies at bingo night, bowling, movie night, Social Saturdays, or dealer

events at the shop. There is always a healthy dose of laughter and fun being had! We share a mutual bond and that is a love for Harley Davidson motorcycles and the lifestyle that goes with it. As a motorcycle rider for the larger part of fifty years, the mutual care, camaraderie, genuine concern, and love of riding have been primary in my choice to embrace the H-D brand. Yes, H-D builds some incredible machines and markets some cool product lines, but the people connected by those machines and products really make the difference! It has been a great year as I see it for GHOG and GHD!

Now, as the calendar year quickly advances toward a holiday packed conclusion with the rides, events, and activities that will bring many of us together, let's remember to slow down long enough to ride and have fun!

Happy fall, y'all!



# Safety First



By Richard Marhofer:

*Safety Officer/ Road Captain*



## QUICK TIPS: General Guidelines For Riding A Motorcycle Safely

### Be visible:

- Remember that motorists often have trouble seeing motorcycles.
- Make sure your headlight works and is on day and night.
- Use reflective strips or decals on your clothing and on your motorcycle.
- Avoid riding in the blind spots of cars and trucks.
- If possible, flash your brake light when you are slowing down and before stopping.
- Have an escape route in case a motorist doesn't see you and violates your right-of-way.

### Dress for safety:

- Wear a quality helmet and eye protection. A full-face helmet provides the best protection.
- Wear leather or other sturdy, protective clothing (jacket and pants); over-the-ankle boots; and gloves.
- Bright clothing and a light-colored helmet increase the chances of being seen.
- Dress for a crash as well as for the ride.

### Apply effective mental strategies:

- Constantly search the road for changing conditions. Use the Search-Evaluate-Execute strategy (SEE) to assess and respond to hazards before you have to

react to an emergency.

- Give yourself space and time as you search for traps and escape paths.
- Give other motorists time and space to respond to you.
- Use lane positioning to see and be seen.
- Search for vehicles that may turn across your path, especially at intersections.
- Use your turn signals for all turns and lane changes.
- Ride as if you're invisible.
- Don't ride when you are tired or under the influence of alcohol or other drugs.
- Know and follow the rules of the road.

### Know your bike and how to use it:

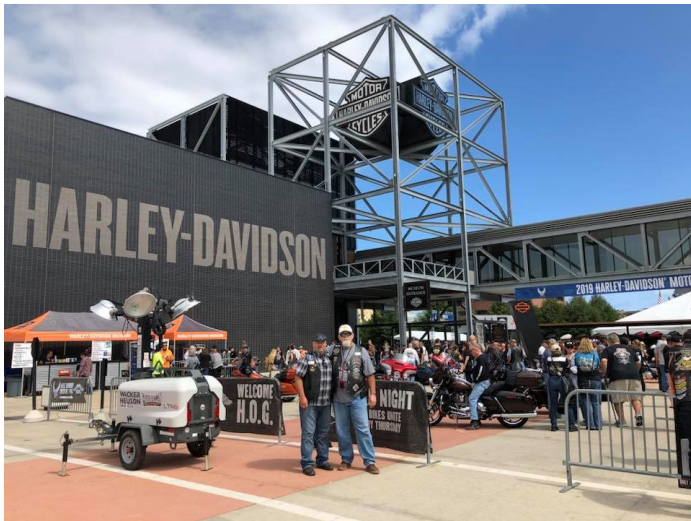
- Study your motorcycle's owner's manual and make a habit of doing a pre-ride check.
- Visit [msf-usa.org](http://msf-usa.org) to take one of our online courses or review the wealth of information in our library.
- Get formal hands-on training and take refresher courses. Call 800.446.9227 or visit [msf-usa.org](http://msf-usa.org) to locate a Motorcycle Safety Foundation Rider Course SM near you.
- Develop your riding techniques before venturing into traffic, especially emergency braking and swerving maneuvers. Practice often to keep your skills sharp.
- Corner within your skill limits. Aggressive cornering is a major cause of crashes.
- Know how to handle your bike in adverse conditions such as wet or sandy roads, high winds, and uneven surfaces.

**Remember: Be mindful of collision traps and escape paths. People driving cars often don't notice motorcycles. Ride within your skill level and situational limits.**

# Ride to the H-D 115th Anniversary

By Kevin O'Farrell

*Head Road Captain /Chapter Member*



The minute Ronnie mentioned this ride (or the minute Lynn agreed) I was ready to go! An 11 day ride to Wisconsin for the 115th Anniversary of Harley Davidson and the 35th Anniversary of HOG...sign me up.

Ronnie and I started talking about routes but mostly that we didn't want to take I35 the whole way. We also looked at how many days up and back and decided we could just do two days each way leaving a week in Wisconsin. We ended up spending more time in Arkansas on the way up and eastern Oklahoma on the way back. There is some great riding in those places.

So we hit the Harley ride planner and created not only the rides up and back but found some terrific rides out of Wisconsin Dells where we were staying most of the trip.

Hotel reservations made

HD Anniversary Rally Packs bought

Ride plans created

Bags packed and loaded



Let's roll!

On August 24th, we met at Buc-ee's and left a little after 3:00 a.m. The day was uneventful, which is what I like on long trips. Eventful is bad. We stopped at a few dealerships along the way and put 750 miles behind us on day 1 by the time we arrived in Poplar Bluff, MO that evening. Dinner, beer, bed!



On day 2 we headed out a little before 7, stopping for breakfast after getting some miles in. We got to see the Gateway Arch as we crossed the Mississippi River and some people (LaVon) were worried because the interstate signs kept saying we were heading to Chicago. A few more dealerships and 550 miles put us in Christmas Mountain Village at Wisconsin Dells. Beautiful country!!



Throughout the next week...it rained. We waited for rain to stop then rode then rode in the rain. And then it rained more. One day it took us 7 hours to ride 110

# Ride to the H-D 115th Anniversary (Cont)

(Continued from Page 5)



miles in stop and go traffic with the interstate closed. Everyone kept telling us to get a hotel and wait...at 2 in the afternoon! Apparently that is their go-to advice for blizzards so they do the same for rain. Oh, and the state food of Wisconsin must be cheese-curd. Not saying it's a bad thing, either.

A couple different days we rode into Milwaukee. We visited Veteran's Park on the shore of Lake Michigan where HD had a large venue set up for music and other activities. We toured the HD Museum where we got to see one of the first bikes built in 1903 as well as models from pretty much every year since. Did you know they have kept one brand new bike off the production line every year since 1915? We also visited the International Headquarters built on the site of the first factory on Juneau Ave.

We greatly enjoyed the rider competition in the parking lot at Miller Park. Divided into a law enforcement group and a civilian group, dozens of riders competed to see who would be champ. Just don't let that grinding sound bother you on the curves.

Even with all the rain we found some awesome roads and enjoyed the stay. On Saturday the 1st of September we loaded up and moved to a hotel in Milwaukee for one

more night and headed toward home the morning of September 2nd.

We knocked out 710 miles that day and arrived in Rogers, AR that evening. Once again, dinner, beer, bed! Along the way, we saw...well, have you ever heard of The Uranus Fudge Factory on historic Route 66? We didn't stop but seemed to be a popular place.

On the last day of the trip we headed south through Arkansas then crossed over into Oklahoma. If you weren't aware, eastern Oklahoma has some great riding. Immediately after crossing the Red River into Texas, I missed a turn. FYI, not the first one this trip, I should have done a pre-ride. While turning around, a caravan of cars driving 30 mph got in front of us for the next 20 miles. Fun, fun, fun! Soon we were on I30 and I35 racing storms (rain), putting on and taking off our rain suits (more rain), and trying not to run out of gas (in the rain). Only 600 miles got us to the house.

Eleven days, eight states, and more than 4,200 miles.



It took me weeks to get Lynn back on the bike but now I'm looking forward to the 120th Anniversary. I hope to see a large contingency from Gruene HOG next time we go! And less rain ;)





# Big Bend

## BIG BEND TRIP - Richard Marhofer and Jay Johnson



Monday, April 9, Jay Johnson and I set out on a 5 day ride to Big Bend. Often thought it would be nice to visit Big Bend in the Spring. This year would be exceptional because earlier rains produced a green landscape seldom seen in this area. We were not in any hurry and we had plenty of time to have a relaxed ride. After stopping in Bandera for breakfast at the OST Restaurant, we headed west on Ranch Road 337 thru Leakey and visited briefly with Robin Albright. She and her husband, Bob, own the Frio Canyon Motorcycle Stop. Afterwards, we headed further west to Camp Wood and then north on Ranch Road 335. So we were able to ride Two of the Three Twisted Sisters in route to our destination of Del Rio. At the intersection of Highway 41 & 377, just before Rock Springs, we encountered a group of about 10 bikers who had stopped under a shade tree.

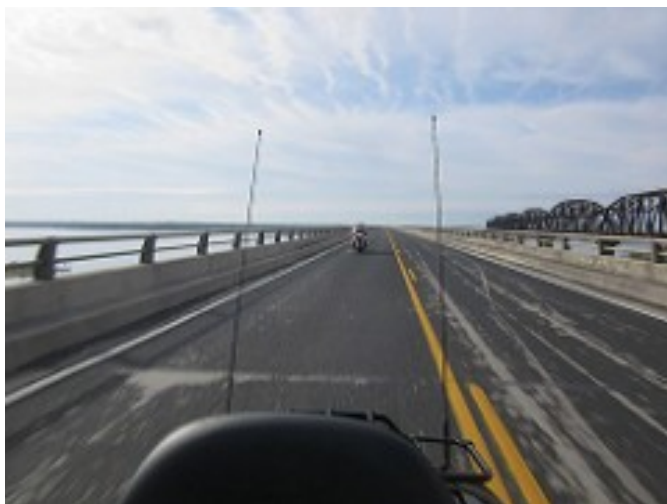
The next morning, we encountered this same group of

bikers pulling out from the Pecos River Rest Stop just as we arrived and again at Judge Roy Bean's, Langtry. They were from Michigan and have been riding this area for several years in the Spring. They were various ages and rode mostly Harleys (their own). Turned out, they were traveling some of the same roads we were and our paths would cross again. In Sanderson, Jay and I headed north-west on Highway 285 to Fort Stockton. This is where the Big Bend Open Road Race takes place annually toward the end of April from Fort Stockton to Sanderson and back (about 59.0 miles each way - or 118.0 miles). This particular road is scenic, curvy and fun to ride. We spent the night in Marathon with a fine meal at the 12 Gage Restaurant.

Wednesday morning we headed south on Hwy 385 into Big Bend National Park under bright sunshine and cool temperatures. Stopped for breakfast at the Chisos Mountain Lodge Restaurant and then spent the day riding in the park from north to south and east to west. Great weather and very little traffic made for a nice day in Big Bend. Stayed the night at the El Dorado Hotel in Terlingua with an evening meal at the Starlight Theater.

Thursday morning we caught up with our Michigan friends in Lajitas. After paying a visit to the Mayor of Lajitas, Clay Henry III, we rode River Road (FM 170) to Presidio where we leap frogged the Michigan riders along the way. They would take some different roads out of Presidio but we would meet them again for one last time at the Hampton Inn in Alpine, where all would spend the night. From Presidio, we went on to ride thru the Davis Mountains and on to the McDonald Observatory before coming to rest in Alpine for the evening.

Our Friday ride was a direct route home from Alpine to New Braunfels. We were blessed with sunny skies, comfortable temperatures and happy memories. Great fun; it was a blast!!!



**Big Bend Con't.**

Here is our trip plan to give you some ideas for planning your own trip to this beautiful area of Texas.

**2018 Big Bend Trip Itinerary**

Day 1:

Gruene Harley-Davidson to Hampton Inn and Suites Del Rio.  
Eat @ Cripple Creek Steakhouse 5667 US-90, Del Rio  
MAP 257 miles, 4:54

Day 2

Del Rio to Gage Hotel  
Eat @ 12 Gage Restaurant « Gage Hotel  
MAP 243 miles, 3:53

Day 3

Marathon to El Dorado Hotel  
Eat @ The Starlight Theatre Restaurant & Saloon 631 Ivey Rd, Terlingua  
MAP 226 miles, 5:24

Day 4

Terlingua to Hampton Inn Alpine  
Eat @ Reata Alpine - Reata Restaurant 203 N 5th St, Alpine  
MAP 207 miles, 4:24

Day 5

Alpine to Gruene Harley-Davidson  
MAP 396 miles, 5:45

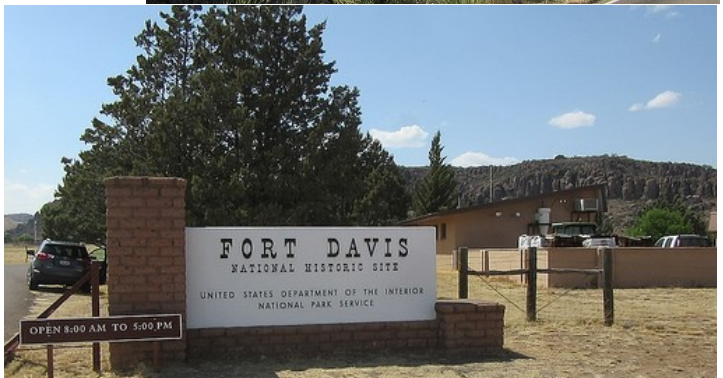
**1329 total miles**

Points of interest:

- Frio Canyon Motorcycle Stop
- Good rest stop to see Pecos river and confluence with Rio Grande ...
- Judge Roy Bean Visitor Center | Pecos Trail Region - Texas Pecos Trail
- Big Bend Open Road Race
- Big Bend National Park (U.S. National Park Service) Boquillas Canyon Overlook, Chisos Mountains Lodge,

Mule Ears Viewpoint, Castolon Visitor Center, Santa Elena Canyon

- El Camino del Rio "The River Road"; FM 170 from Lajitas to Presidio
- Davis Mountains State Park – Texas Parks & Wildlife Department
- McDonald Observatory | Visitor information, teacher workshops, public ...



# New Member Spotlight



## Welcome to our Newest Members of Gruene HOG!

Orientation tour of our sponsoring dealership, Gruene Harley-Davidson. Phillip Layton, Susan & David Calafrancesco

Once a quarter, the chapter holds its new member dealership and safety ride orientation. Welcome! We hope to see you at our upcoming rides, events and meetings.

Membership is always open. If you know of someone that would enjoy Gruene HOG, invite them to a HOG Chapter Social held on the first Saturday of the month. Also feel free to bring guests to any of our sponsored events or contact Lynn O'Farrell at [membership@gruenehog.com](mailto:membership@gruenehog.com)



Out on the orientation ride lead by Richard Marhofer (Safety Officer) and Sweep Kevin O'Farrell (Head Road Captain)

# Renting a Bike When Travelling

## Jimmy and Connie Gambino

HOG Chapter Members

In July of 2018 we planned a week long summer trip to the great state of NY. Some of the highlights planned for this trip were taking in a Broadway play, standing in the middle of Times Square, visiting the Statue of Liberty, touring Paul Teutal Designs and Orange County Choppers, riding the Lady of the Mist in Niagara Falls, and enjoying an afternoon exploring the Catskill mountains on motorcycle. Since we live in New Braunfels, TX all arrangements for this trip were made via the web or through e-mail communications.

As EagleRider is the world's larger motorcycle tourism company (according to their website), we felt they would be the best bet for a one-day motorcycle rental. After visiting their website, we found that they have bikes available for rent out of Brunswick Harley Davidson in Troy, NY. As the final leg of our trip took us to Albany, NY this was going to work out well for us. Troy is a quick 20-minute ride straight up I-787 out of Albany. Perfect!

From their website ([www.eaglerider.com](http://www.eaglerider.com)) I was able to choose a state and town for pick up and return of the motorcycle and the date and time that worked best for our itinerary. Once you enter that criteria, and click on search now, you are taken to the next screen that allows you to choose which bike you are interested in renting. Being Road Glide fans, we were disappointed to find that selection greyed out and unavailable for rental on the day of our choosing. However, an Electra Glide was an option. We were excited about the opportunity to put a few miles a different touring bike than our normal ride. In addition, GPS was an option for that bike. After all, this was our first time in NY and we felt the GPS might come in handy.

I was able to choose that bike and review the pricing details including options for roadside assistance and damage waivers then move to the checkout process. I am half-way there!

From there I entered all of my credit card information and reviewed the terms and conditions. I acknowledged that bookings completed within 48 hours of pick-up time are subject to availability at that location. Since the reservation was made more than a month in advance, with no fear, I clicked on book reservation. I received a confirmation via email. Whoo hoo, one more part of the trip was booked and confirmed. We were ready to go. Or so I thought....

We arrived at Brunswick Harley Davidson on the day of our rental with a copy of our reservation in hand. The customer service rep was very kind while letting us know that they didn't have an Electra Glide available for us. I explained that I had a reservation and that my credit card has already been charged for the cost of the Electra Glide. He let us know that they don't even have an Electra Glide in their inventory. They usually have a Road Glide, however it was rented out and wasn't due back until the next day. He explained that this happens all the time with EagleRider. They overbook bikes, promise bikes that they don't have in inventory, and they pull bikes from inventory before checking to see if the bike has been rented out. He said we should have called the dealer after booking the

reservation to make sure they had the bike. I explained that the need to call the dealer never occurred to me. After all I had booked all of our hotel rooms, our airfare, our Broadway tickets, a ride on the Maid of the Mist, and even a parking space right in the heart of Manhattan all on-line and all of it happened without a hitch. At no time did we ever call anyone for a double check and every other reservation when off without a hitch. To say the least, we were frustrated and very disappointed. This is not what I expected from EagleRider.

The only option that was available to us was a Road King. Now a Road King is a nice bike but it doesn't come with a radio and we certainly weren't going to have the GPS unit we were anticipating. However, it was the only day that we had available to ride, we had family waiting, the weather was gorgeous, and the Catskill mountains were up ahead. Therefore, we said yes. So off we go...

Since that day I've spoken to many people who have rented with EagleRider. Some had a delightful experience. On the other hand, many experienced the same frustrations as we. Some were even left without a bike to ride! My advice, book your reservation and then call the dealer to double check your reservation is what you expect it to be. Regardless of the hiccup, we had an awesome ride and a fabulous trip.



# Musings

*As we approach the holidays!*



"HONEST, HOW'D I KNOW WHEN I BOUGHT HIM A HARLEY LAST CHRISTMAS THAT WE'D BE OUT OF A JOB THIS YEAR?!"



*"When he stops running around and celebrating, I'll tell him I bought the bike for me, and not for him."*



**Your Chapter Officers:**

**H.O.G. Chapter Director - Howard Armstrong**  
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**Chapter Assistant Director - Ronnie Atkinson**  
*assistantdirector@gruenehog.com*

**Secretary - Carl Rahn**  
*secretary@gruenehog.com*

**Treasurer - LaVon Atkinson**  
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**Safety Officer - Richard Marhofer**  
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**Head Road Captain - Kevin O'Ferrell**  
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**Webmaster - Curt Carter**  
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**Activities Officer - Wade Pantermuehl**  
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**Ladies of Harley - Cheryl Pantermuehl**  
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**Quartermaster - Ken Marx**  
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**Membership - Lynn O'Farrell**  
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**Newsletter Editor - Kate Marx**  
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**H.O.G. Chapter Manager - Raymond Shockey**  
*rclzde.shock@gmail.com*

**Dealer Contacts:**

**Gruene Harley-Davidson**  
**(830) 624-2473**

Here is a listing of department managers of Gruene Harley Davidson, sponsors of our H.O.G. Chapter.

**General Manager: Adam "Smitty" Smith**

**Motorcycle Sales - Albert Benavidez**

**Motorclothes - Stacy Smith**

**Parts Department - Carlos Guzman**

**Service - Joanne Urban**

**H.O.G. Membership - Raymond Shockey**