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Redwood Empire Chapter HOG #3494



Directors Report

We ride again!
July rides went off without a hitch...kind of...well mostly. We had the usual 180 turn-arounds and minor mechanical glitches but all in all we had fun and we rode together as a chapter again.

I want to thank everyone for following our new social guidelines, they are different but they are why we are able to ride again as a HOG chapter again. Just remember, "When you get off the bike masks must go up". Our first ride of July Steve Pehargou your Assistant Director lead us through Calistoga and up Alexander Valley, then up 128 to the coast. From there we headed south on 1 with lunch at a little Mexican restaurant (we ate outside because we moved the tables outside). The club purchased lunch for all who attended. Then home down Hwy 1. Thanks Steve

July's overnight put together by Mike Rooney was a blast. The route was interesting, most of the roads were in great shape and the group was fun. Not only did we climb over Mount Lassen but we ended our day with a short walk to Burney Falls. The following day we cruised down the Feather River Canyon, absolutely spectacular. Thanks Mike

As a reminder here are the new social distancing rules and mask requirements for All REHOG rides for now.

1. Face coverings must be worn at all times when off your bike and within 6 feet of someone else.

2. Social distancing must be observed at all times remaining at least 6 feet apart.

3. Road captains will check in all riders, and guests.

4. Rides will be broken up into two separate rides. The first ride will end when the road captain declares that the first ride is over. There will be at least an hour break then the second ride will begin from that destination. Road captains will again check in riders who plan on participating in the second ride. We encourage road captains to end the first ride at a destination where food can be purchased and riders entering any establishment do so at their own risk. There will be no social gathering organized by the road captain.

I understand and respect each person's rights to wear or not wear protective face coverings. So if you disagree with these guidelines please do not participate in the rides for now. I thank you for your cooperation in advance.

Randy Mack
Director 2020



Assistant Directors Report

Hello Hoggers!!

Well, here we are, another month down. Summer is almost over!! Can you believe it? I am happy to report that, despite the current situation, we have been having some pretty awesome rides. Thanks to all who led and swept this last month.

I want to expand on a certain HOG journey that happened recently. I have never been to Burney Falls. I thought to myself, what is there to look at? It's just a water fall. I was lucky enough to have one of my co workers cover the weekend shift for me so, what the hell, call Mike Rooney and said, "Sign me up!!". The ride up was spectacular. We went through Mt. Lassen National Park (Thank you RECHOG for covering the cost). As a first timer, I was in awe. Lakes, bubbling mud, and a view from the top (8,300 ft.) that was just awesome. Behind us, snow on Mt. Shasta. As we approaching the Burney Falls entrance, I could hear the waterfall, even over my Thunder Header pipes. What the hell? We parked and made our way to the Falls. WOW! To see Burney is to appreciate nature. So much water coming over the lip. Through the rocks. Truly Godlike. After walking down the path and taking lots of pictures it was time to retire to the motel. All in all, a great trip and one to look forward to next year. Thanks Mike for the lead, Randy for the sweep (and the GPS!) and RECHOG for everything else!!

August means more rides. It's been 2 weeks since our first Covid ride and I'm pleased to report that not one case has been reported. We all know the rules. We all follow the rules. We all ride and have fun!! It's that simple. Mask up when off the bike, social distance, and wash your hands whenever possible. I also keep some wet-wipes in my saddle bags.

Looking forward the rest of the year!!

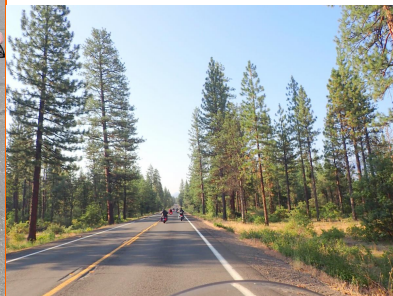
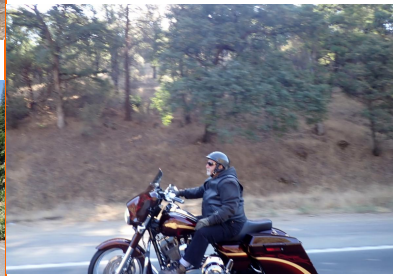
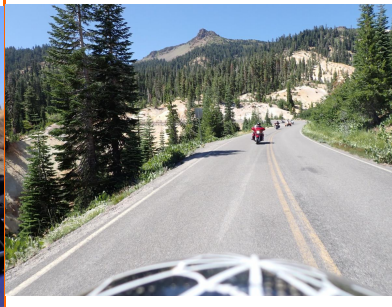
Stevie P

AD

"LOUD AND PROUD"

Ride Photo's Remembering 2020





A WORD FROM THE REGION

As the world of motorcycling celebrated International Female Ride Day this last Saturday I

hope you had a chance to reflect and admire the women you have met riding their enthusiasm for the sport and the positive change it has delivered to their lives and the ones around them. Take a few minutes to listen to Karen Davidson discuss the positivity in riding and the riding community on the H-D podcast. I have had the opportunity to ride with Karen and have to say if you get the chance you will see what a great rider she is, conversations with her are always so enjoyable as she loves the brand and motorcycling. Hope you enjoy the podcast as well as the others out there on our channels.

PETE SCHWAB

H.O.G. Regional Manager - Southeast/West
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Upcoming Events and Rides

August events

August 6th General meeting is CANCELLED

August 8th Stinson/Bolinas ride Meet at SCHD at 9am and depart at 9:30am. Sergio is ride lead

August 14th/15th Placerville Haunted House ride Meet SCHD at 9am and depart at 9:30am. Glen Childers is ride lead. Hotel info will be emailed out.

Board Meeting August 19th 6pm by conference call

September Events

Sept 3rd General Meeting is CANCELLED

Sept. 13th Benbow ride Meet at Bad Ass coffee at 9am and depart at 9:30am. Glen and Steve are ride leads

Board Meeting Sept. 16th by conference call

Sept. 18th Mendocino ride meet at SCHD at 9am and depart at 9:30am. Randy is ride lead

Sept. 26 SF Exploratorium ride. Meet at SCHD 9am and depart 9:30am. Jose Villalobos is ride lead

For full details go to the RECHOG web site calendar



Dealer Update

2020 HARLEY-DAVIDSON ELECTRA GLIDE STANDARD REVIEW: STRIPPED-DOWN

Ultimate Motorcycling
July 10, 2020

The 2020 Harley-Davidson Electra Glide Standard serves several purposes. Its stripped-down nature makes it an ideal starting point for a custom build, as it gives you access to the Milwaukee-Eight 107 powerplant in the Touring chassis with the batwing fairing for under \$19k—\$3000 less than the Street Glide. For urban riders, the Electra Glide Standard has a beefy 17-inch front Dunlop to handle decaying infrastructure, and none of the fairing-mounted touring-oriented electronics that aren't essential for getting around town in style. Also, it's the only Electra Glide on offer from Harley-Davidson for 2020. We weren't in the mood for a build, so we tested it as an urban beast.

Ergonomically, the 2020 Harley-Davidson Electra Glide Standard is a fantastic ride in the city. The low seat height matches up with comfortably pulled back bars and traditionally forward-placed floorboards. The heel-toe shifter adds to the fun, and the fork-mounted batwing fairing makes for an orderly seating area. There's no way to complain about power around town when you have the Milwaukee-Eight 107 doing your bidding. With 111 ft-lbs of torque being sent to the 16-inch rear Dunlop at just 3250 rpm, acceleration is always just a twist of the throttle away. You have six speeds at your disposal, and the Electra Glide Standard pulls nicely in whichever one suits your fancy. There's enough overrev that you won't be hitting the rev limiter unless you have forgotten that the Cruise Drive is a manual-shift affair. Happily, the heel-toe shifting is agreeable and sure-footed. The Dunlops and the three linked 320mm discs do an excellent job of slowing down the 820-pound Electra Glide Standard, with the linkage being nicely transparent. Initial touch is soft, so nothing disrupts your flow, yet there is plenty of stopping power when you need it. ABS is standard, and it is not intrusive—you certainly will be happy it's there in the rain, or should the roadway be befouled in some way. The feel of the 2020 Harley-Davidson Electra Glide Standard is remarkably agile around town. Although natural expectations would be that it is a tank, the muscular engine makes it easy to get the motorcycle to move. From there, body English is typically all that's needed to make a lane change. When taking urban canyons, the Electra Glide Standard has several things going for it. The Dunlops have excellent traction and feel, the cornering clearance is generous due to the Touring chassis, and the seating position offers excellent control over the motorcycle. It truly is a fun ride in the twisties. It is no surprise that the Electra Glide Standard is outstanding on freeways—urban or rural. The motor is happy to purr along at 100 mph, should you choose to enjoy an encounter with law enforcement, and the fork angle of 29.25 degrees and 64-inch wheelbase gives you all the stability you need. The fairing does its job, even without an infotainment system installed. Don't worry; the fairing still has a speedo, tach, fuel gauge, multi-purpose LCD window, and the anachronistic voltmeter (I'll take an analog clock instead, thank you). Zipping around town, the sidebags give the 2020 Harley-Electra Glide Standard a good deal of utility. The one-touch design for the lid means quick opening and closing, along with a sure seal of the lid. The cavern where the infotainment system is there, and you can put anything in it that will fit. However, there's no door. C'mon, Harley-Davidson. It's a Standard, but a door for that glovebox-like opening would have been a nice touch. So, if you want the bagger style with a bit more meat in the front wheel than Street Glide has to offer, along with an extra \$3000 in your pocket, the 2020 Harley-Davidson Electra Glide Standard is a compelling choice. It's superb for the urban rider who wants a big-inch machine and doesn't mind that

Vivid Black is the only available color—don't worry, there's enough chrome to catch the attention of passersby. For the customizer and budget-minded, the price tag tells the tale—you're not paying for anything you don't need.

WELCOME to the Chapter New Members for June

Membership **Board Meeting** Topics

- no meeting

Membership **General Meeting** Topics

- no general meeting

For full details go to the RECHOG web site

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