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Redwood Empire Chapter HOG #3494



Directors Report

Greetings everyone,

There will be no general meeting this Thursday, it will be held on Sunday September 8th at Sonoma County Harley-Davidson at 10:00 am.

This Sunday September 8th will be our first general meeting with a ride to follow. Since we are the official riding club of Harley-Davidson it makes perfect sense to incorporate a ride with our meeting. Please join us for coffee and donuts, a brief meeting then onto the Tin Barn Classic led by our head road captain Steve Pehargou. We plan to have a few more meeting/ride combos next year during the warmer riding season. We will resume our usual meeting time and location at China Village starting October 3rd.

Our Summer Poker Run was well attended with 47 members and 8 guests. The ride was fun, the location was very comfortable and the food was outstanding. I would like to thank those who participated and especially those who put this run together. And they are:

- Phil Eiselin, Sonoma County Harley-Davidson for providing the lunch and our grand prize, a free major service up to \$500 won by Shelly Bokkin.
- Lorraine Stimple, Sonoma County Harley-Davidson for organizing the

lunch location, dealership setup, and the lunch.

- Steve Pehargou, Glen Childers, and Mike Rooney for putting the route together.
- RECHOG for donating the twenty \$50 gift cards given away to our members during the free raffle.

We have some fun rides coming up this month that always include free member raffles to give away. I hope to see you at this Sunday's meeting.

Ride safe, have fun

Randy Mack
Director 2019



Assistant Directors Report

Greeting Redwood Empire HOG members,

Happy September. The best riding weather is here! Recently I've been reading a lot of quotes and references to wind therapy and I thought I would share a few. I like to get my wind therapy as often as I can...it creates my own attitude adjustment. Just ask Randy. He has to work with me and boy, do I need an adjustment. Leaving on ride vacation this week!

"We ride to feel, to touch, to breathe, to laugh, to soar, to overcome, to relax, to prove them wrong, to feel strong, to belong, to heal, to love and to be loved back, to communicate without words. We ride to live".

"Fire your therapist...ride a motorcycle".

"There are seven days in a week and "someday" isn't one of them". Let's ride.

"Up with the sun, gone with the wind".

"The answers, my friend, are blowing in the wind".

Enjoy!

Have fun and ride safe,
Heidi Faulkner, Asst. Director

Ride Photo's
Summer Run 2019





HOG OFFICER CONNECTION

CONNECTING OFFICERS TO HARLEY-DAVIDSON

Went to Sturgis this month

Upcoming Events and Rides

Sunday September 8th

General Meeting starting at 10:00 am.

Coffee and donuts will be served at the meeting.

Tin Barn Classic with Steve

Pehargou departing at 10:45

Meet at Sonoma County Harley-

Davidson at 10 and depart at 10:45.

Friday September 20th

Alice's Restaurant with Karen

Knapp. Meet at Sonoma County

Harley-Davidson at 9 depart at

9:30 Down the Great Highway to

Alice's Restaurant.

Sunday September 22nd

Twisted Tunnel Run with Steve

Pehargou Another RECHOG classic

ride through a variety of tunnels

throughout the

Bay Area including Marin, San

Francisco, Alameda and Oakland.

Lunch at Europa Hof Brau in

Orinda. Meet at Johnny's Java at

8:00 and depart at 8:30

Saturday September 28th

Fort Bragg ride with Bruce Wing

A casual 250 mile day with lunch

in Fort Bragg. Meet at Sonoma

County Harley-Davidson at 9

depart at 9:30

General Meeting October 3rd

6pm China Village

Sunday October 13th

Apple Hill ride with Steve

Pehargou. Back roads to Apple

Hill near Placerville. Meet at

Johnny's Java at 8:30 departing at

9:00

Friday October 18th

Pumpkin Ride with Karen Knapp

Always fun to ride with Karen.

Meet at Sonoma County Harley-

Davidson at 9:00 departing at

9:30

Saturday October 26th

Arlen Ness ride with Mike Rooney

Ride to and visit the Arlen Ness

Museum. Meet at Johnny's Java at

8:30 departing at 9:00

For full details go to the
RECHOG web site calendar



Dealership Spotlight

THE NEW REFLEX™ DEFENSIVE RIDER SYSTEM (RDRS)

Reflex™ Defensive Rider Systems (RDRS) is a new collection of technology designed to match motorcycle performance to available traction during acceleration, deceleration and braking. The systems are designed to aid the rider in controlling the vehicle while accelerating and braking in a straight

line or while in a turn. A rider may find the systems most helpful when riding in adverse road conditions and in urgent situations. The systems are electronic and utilize the latest electronic brake controls and powertrain technology. The features of RDRS are bundled together except where noted. RDRS features are standard on all 2020 LiveWire™, CVO™, Police and Trike models and optional on all 2020 Touring models in the U.S. (except Electra Glide® Standard Model).

ANTILOCK BRAKE SYSTEM (ABS)

Anti-lock Brake System (ABS) is designed to prevent the wheels from locking under braking and helps the rider maintain control when braking in a straight-line, urgent situation. ABS assists the rider in maintaining control when braking in a straight-line urgent situation. ABS operates independently on front and rear brakes to keep the wheels rolling and prevent uncontrolled wheel lock.

CORNERING ENHANCED ABS (C-ABS)

Cornering Enhanced ABS (C-ABS) is a variant of ABS that is designed to balance braking and cornering loads at the tire contact patch while under combined cornering and braking. C-ABS is a variant of ABS that tailors brake pressure to longitudinal slip based on motorcycle lean angle or trike lateral acceleration. The system is intended to preserve lateral grip at the tire contact patch while under combined cornering and braking loads.

ABS is standard on MY20 LiveWire™, CVO™, Touring, Police, Trike and select Softail® models; and optional on all MY20 Street™, Sportster® and remaining Softail® models. C-ABS is standard on MY20 LiveWire™, CVO™, Police and Trike models and optional on all MY20 Touring models in the U.S. (except FLHT)

ELECTRONIC LINKED BRAKING (ELB)

Electronic Linked Braking (ELB) applies braking effort to both wheels when the rider uses either the hand lever (front) or foot pedal (rear) brake control, which can help riders achieve better braking performance. The Electronically Linked Braking (ELB) system allows for more balanced front and rear braking under a wide variety of brake applications. The system provides more linking when the rider is applying heavier braking and reduces or eliminates linking for light braking and low speeds. When linked, applying the front brake lever alone will cause the system to also dynamically apply an amount of braking to the rear. Applying the rear brake pedal alone will cause the system to also apply an amount of braking to the left front caliper.

CORNERING ENHANCED ELECTRONIC LINKED BRAKING (C-ELB)

Cornering Enhanced Electronic Linked Braking (C-ELB) takes into account the motorcycle lean angle or Trike lateral acceleration. C-ELB will alter the proportioning of brake pressure between the front and rear brakes when braking while cornering in an attempt to improve the ability of the motorcycle to maintain the rider's intended path. C-ABS is a variant of ABS that tailors brake pressure to longitudinal slip based on motorcycle lean angle or trike lateral acceleration. The system is intended to preserve lateral grip at the tire contact patch while under combined cornering and braking loads.

ELB is standard on all MY20 Touring and Trike models. C-ELB is standard on all MY20 CVO™, Police and Trike models and optional on all MY20 Touring models in the U.S. (except FLHT)

CORNERING ENHANCED TRACTION CONTROL SYSTEM (C-TCS)

Traction control is designed to keep the rear wheel from "spinning out" when the motorcycle is accelerating while leaning, and enhances rider control and confidence, especially in wet weather. The Cornering Enhanced Traction Control System (C-TCS) is designed to prevent the rear wheel from excessive spinning under acceleration when going straight or cornering. C-TCS can improve rider confidence when available traction is compromised by wet weather, a sudden unanticipated change in the surface, or when riding on an unpaved road. The rider may select one of two traction control modes: Standard Mode is optimized for dry surfaces; Rain Mode is optimized for wet surfaces. The system can also be turned off. The action of C-TCS is also tailored when cornering based on lean angle.

DRAG-TORQUE SLIP CONTROL SYSTEM (DSCS)

Drag-Torque Slip Control (DSCS) is designed to reduce excessive rear-

wheel slip under deceleration, which typically occurs when the rider makes an abrupt down-shift gear change or decelerates on wet or slippery road surfaces. When DSCS detects excessive rear wheel slip under deceleration it will adjust engine torque delivery to better match rear-wheel speed to road speed.

CORNERING ENHANCED DRAG-TORQUE SLIP CONTROL SYSTEM (C-DSCS)

On models equipped with C-DSCS the action of DSCS may be tailored when cornering, based on detected lean angle.

Cornering Enhanced Drag-Torque Slip Control (C-DSCS) is designed to reduce excessive rear-wheel slip under deceleration, which typically occurs when the rider makes an abrupt down-shift gear change or decelerates on wet or slippery road surfaces. When C-DSCS detects excessive rear wheel slip under deceleration it will adjust engine torque delivery to better match rear-wheel speed to road speed. The action of C-DSCS is also enhanced when cornering based on lean angle.

C-TCS is standard on all MY20 LiveWire™, CVO™, Police and Trike models and optional on all MY20 Touring models in the U.S. (except FLHT) DSCS is standard on all MY20 CVO™, Police and Trike models and optional on all MY20 Touring models in the U.S. (except FLHT). C-DSCS is standard on all MY20 LiveWire™ models.

Source: <https://www.harley-davidson.com/us/en/content/reflex-defensive-rider-systems.html>

WELCOME to the Chapter 8 New Members for July

John Christensen
Freud Farley
Mary Filshie
Jared Monta

Martha Saly
Shaun Sweeney
Grant Trombetta
Eric Walters
Zachary Wells

Membership Board Meeting Topics

- Randy mentioned again that the General meeting for September is moved to the 8th prior to planned ride.
- Discussion on club rockers for jackets was detailed that the club only uses the top 2 rockers and if a member wishes to add the bottom 3rd its is their choice.
- Robert reported balance of \$3320. Prior to Summer Run
- Summer Run final details were discussed and laid out
 - Coffee and donuts provided by SCHED
 - BBQ lunch provided by SCHED
 - 1st place for the poker run will be a \$500 service provided by SCHED
 - Low hand will get a \$50 gift card provided by RECHOG
 - RECHOG to purchase 20 \$50 gifts cards for giveaways

Membership General Meeting Topics

- Mike gave overview of great overnight ride to Arcata through back roads.
- Steve went over upcoming rides for the next 2 months. (see calendar

at RECHOG.com)

- Please remember to send all pictures to Randy or Mike R or upload to the photo site
- General meeting moved to Sept 8th prior to Tin Barn Ride
- Went over details for the Summer Run sponsored by SCHD
- 50/50 raffle won by Marc L. \$65

For full details go to the RECHOG web site

2019 Officer contact list

Director: Randy Mack

director@rechog.org

Asst Director: Heidi Faulkner

assistantdirector@rechog.org

Secretary: Mike Rooney secretary@rechog.org

Treasurer: Robert Gifford treasurer@rechog.org

Head Road Captain: Steve Pehargou

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Newsletter Editor: Mike Rooney

newslettereditor@rechog.org

Membership: Heidi Faulkner

membership@rechog.org

Activities Officer: Lori Boatright

loriboatright@sbcglobal.net

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**SONOMA COUNTY
HARLEY-DAVIDSON**



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