



HOG Pen

Volume 20, Issue 4

April, 2011

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Director's Notes

Now that spring is here, the riding is great and riding with other HOG members is absolutely perfect. Remember to use the T-Clock method of checking your bike, clean off that pollen and lets go for a ride. This month we're going to the Blue Parrot after the chapter meeting, Rancho Grande Mexican Restaurant on our moonlight ride, and the La Hacienda II on our Sunday lunch ride.



The Tallahassee HOG Challenge Coin contest deadline has been extended to April 29. So to add to the entries we already have, get out your pens and paper or computer graphic programs because we need artwork to create our own Tallahassee HOG Challenge Coin. The military started creating these coins to identify themselves as a member of an elite group, and I believe HOG and especially Tallahassee HOG is one of these groups. Everyone will get to vote on the entries for the two sides of the Challenge Coin at the May meeting. We will be able to carry

this coin to signify our membership in an elite group. The rules are similar to the newsletter logo contest held last year and you can find a flyer on the website at [http://](http://www.tallahasseehog.com/activities.html)

www.tallahasseehog.com/activities.html and in the newsletter. And most important, remember that entries must be submitted by e-mail to barry@tallahasseehog.net by April 29th.

With special permission from HOG, in this issue of the HOG Pen is a reprint of an article titled Harley-Davidson and the U.S. Military that talks about the important roll H-D played in our

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country's history.

I want to extend a special thanks to Head Road Captains Dan Beeman and Wes Lewis for the great job with the group rider training. This was an excellent class that reminded everyone of how to ride safely in a group along with the best practices of Tallahassee HOG. There was also a great group of HOG Road Captains that came to help Dan and Wes. Thanks to all for a Great Job!

In closing, I want to thank Assistant Director Nathan Zaharis for taking the lead on the April Chapter meeting as I will be out of town.



Be safe and see you on the road.

Barry

New and Re-Newed HOG Members

April 2011

BY: Cindy Dady

We don't have any new members to boast about in April, but plenty of renewals! Thanks for renewing your membership with the Tallahassee HOG! If you have friends who are interested in learning more about TallyHOG, please invite them to join us as your guest on one of our rides or events. We host several events during the year where you are able to invite a guest! As always, we appreciate your input and look forward to seeing you at our meetings and rides! I'll be back in the "passenger saddle" in May!



Enjoy the ride,
Cindy

MEETING NOTICE

April 2011

Our next meeting will be on Saturday, April 9, 2011. The meeting begins at 10:00AM, and as always we will have coffee and carbs, starting at 9:30AM.

We'll have a dealership presentation, info on upcoming rides and activities, a 50/50 drawing, and more! The after-meeting lunch ride is to The Blue Parrot restaurant on beautiful St. George Island. For more info see Upcoming Activities, page 7.

Our newsletter is printed by:

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Safety Corner

BY Jerry Coney, Chapter Safety Officer



This month's safety presentation will address tire safety.

Your motorcycle tires are the only contact point between you and the road. As such, it is critically important to visually inspect your tires before you ride. It only takes a few minutes to inspect your tires and the inspection could help you avoid a crash or worse.

Maintaining the correct pressure for your tires in accordance with the weight loading factors for the bike is critical. Refer to your owner's manual if uncertain and check your tire pressure, at least weekly. Besides a weekly check, give a quick visual check whenever you ride. It only takes a few minutes and admittedly the front tire is easier to check, but check them both. If you have saddle bags, you might find it a bit easier to remove the right bag and then check the tire pressure.

Once you've checked your tire pressure, visually inspect the tires for nails, screws, glass or other objects imbedded in the tire that could lead to a flat or blowout. At the same time check for any other damage to the tire, such as tread separation, or bulges in the sidewall which would indicate the tire needs to be replaced before riding the bike. When in doubt, err on the side of caution, a properly inflated tire is all that keeps you in control of the bike. To accomplish the inspection, roll the bike forward or you can elevate the bike on a jack stand. While performing the aforementioned inspections, do not forget to check the depth of the tread on the tires. If tire wear has reached the wear bar, its time to replace the tire. If some of you are uncertain what a wear bar is, it is a raised feature at the bottom of a tire tread pattern that is designed specifically to take the guess work out of when a tire needs to be replaced. Once the surrounding tread wears down and is even with the wear bar, it's time for new tires.



When riding on a motorcycle, only a very small portion of the tire, frequently referred to as a contact patch, meets the road surface. This patch provides all of your traction and control over the motorcycle and affects steering and cornering behavior. Lose contact with the asphalt, and you lose control of the bike.

The side wall of the tire along with tire pressure supports the weight of the bike and transmits torque to the tread. The sidewall of the motorcycle tire, along with other component parts that make up the tire are specifically engineered for the functions they provide in affording you control and traction. Under no circumstances should an automobile tire, be substituted for a motorcycle tire. They are designed and engineered for a car and will not perform in the same manner as a tire designed specifically for a motorcycle.

Motorcycle tires are commonly mounted on a spoke laced wheel, a cast spoke or solid billet wheel. Of these, the spoke laced wheel has the greatest inherent safety issues for these wheels are not airtight like a cast wheel and the tire mounted on the wheel requires a tube. If that

Jerry Coney on Tire Safety (from p. 3)

tube is subjected to a puncture, there is a high probability the tire will deflate rapidly with a resulting partial or complete loss of control of the bike. This is not to say that it's impossible for a tubeless to experience a similar rapid deflation in the event of a puncture, however, tubeless tires typically do not deflate as quickly thus providing the rider with an extra margin of time to safely bring the bike to a safe stop. The safety margin can be enhanced even further through the use of a product such as "Ride-On" which is a self sealant material that once placed inside the tubeless tire can greatly minimize or eliminate flats by sealing the puncture site and maintaining the air pressure in the tire.



A tire so protected can get you safely to your destination and then some, but still needs to be replaced once a puncture site has been discovered. It is not a recommended practice to "permanently" repair a damaged tire, for you can never permanently repair the damage caused by the foreign object, and that leaves you with a tire that has a permanent weak spot that can ultimately fail.

In closing, keep this thought in mind. Your tires are something akin to a low maintenance friend, they don't require very much from you to serve you well. Remember check them regularly, keep them inflated to the correct pressures, and frequently inspect them for damage. Your tires give you the ability to keep your bike in control and should be your #1 maintenance priority.

Lunch Ride, Sunday March 20

Spring is here, and the riding is great! On March 20th "Captain Billy" Dice and Glenn Harrell took 14 of us to a new place in Steinhatchee (well, new to us, it has been open about three years) called Rachel's Café. It is a beautiful little place, and the food was outstanding!! Keep an eye on our ride calendar, and if you see Rachel's on a ride don't miss it!



Member Profile—Fred Fryer



I started riding Harley-Davidson's as a passenger on my dad's "bagger" in 1960. I remember the bike was white and had a suicide shifter on

the tank. He replaced it with a newer Electra Glide in 1965. In 1966, mom decided she wanted to learn to drive the bike herself. After a long day of riding on a Sunday, she convinced dad to teach her to drive in an empty supermarket parking lot. She passed away in 1968 of injuries sustained in a freak accident that occurred on that day.

I purchased my first motorcycle right after high school graduation in 1969 when I went to work at Wentzel's Harley-Davidson in Pottstown, PA. I was the bookkeeper, inventory manager, and proofed all the sales contracts. All I can remember about that bike was it was a little 175cc with a 3 speed shifter on the handlebar. But I rode the heck out of it (during the summers) until I joined the Marine Corps in August 1972.

I graduated as a PFC from Marine Corps Recruit Depot, Parris Island, SC, in November 1972 and reported for duty with the 2nd Marine Division, Camp Lejeune, NC, as an accounting technician. Promoted to a Warrant Officer in 1977, and retired in 1992 as a Captain (accounting officer). Also served at Camp Foster, Okinawa, Japan; Marine Corps Combat Development Command, Quantico, VA; 1st Marine Corps District, Garden City, NY; Marine



Corps Air Station, Kaneohe Bay, HI; and the Marine Corps Support Activity, Kansas City, MO. After retiring from the Corps, I join the Defense Finance and Accounting Service supporting Marine Corps accounting until my retirement in 2008. I currently work as defense contractor, still supporting Marine Corps accounting, as I have done for the past 39+ years!

Once I joined the Corps, I only had one bike, a 400cc Suzuki, while stationed at Camp Lejeune from 1978 – 1981. I also attempted some local motocross events using a friend's 250cc Kawasaki, but I was not very good at it and quickly abandoned that type of riding!

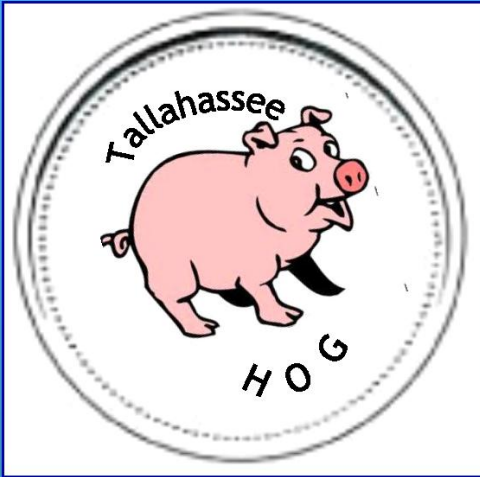
I got back into riding after watching the movie "Wild Hogs" in early 2008. Started with a Honda Shadow and completed the GA Dept of Transportation sponsored MSF course. After 6 months, I upgraded to a Honda VTX 1300. And then one day in March 2010, while on a poker run, I stopped at Capital City H-D on a whim, took a test ride on a new Electra Glide Classic, and ended up buying my current Ultra Limited. Needless to say, that ended up being the most expensive poker run I have ever attended!

I immediately joined the Tallahassee H.O.G. chapter and have been enjoying the riding, activities, and the friendships ever since. I also joined the Patriot Guard Riders and frequently participate in both FL and GA missions.

I have been married to Gisele for nearly 10 years. Between us, we have 3 grown sons, 2 daughter-in-laws, a fiancée (wedding is May 28), and 4 grand-kids. I enjoy fast cars/trucks, NASCAR, being outdoors, and an icy cold beer on a hot summer day after a long ride!



The Tallahassee HOG Challenge



DEADLINE EXTENSION APRIL 29TH A HOG Challenge Coin

Many active and former members of the US military have a longstanding tradition of carrying a special coin symbolizing their military service and unit identity. It is called a Challenge Coin, and it identifies the holder

as a member of one of these elite groups. Those who take a Harley-Davidson® roaring across the open road are bonded in brotherhood much in the same way as those who have worn our nation's colors with pride.

Tallahassee HOG will be creating our own challenge coin and *we need artwork for a heads and tails side of the coin*. Since the newsletter logo contest last year was such a success, the board recommended we try it again with our challenge coin.



Rules for the coin are simple;

1. The design needs to be original artwork, motorcycle oriented, and have a hog, pig or other appropriate character in it.
2. The coin will be approximately 1.5" in diameter, so your artwork should fit well in a circle and be reducible to that size. If you Google challenge coin or HOG challenge coin, you will find examples,
3. PLEASE do not copy any of their artwork or infringe on H-D® or HOG® trademarks. Entries containing copyrighted material or trademarks will not be considered.
4. Entries must be submitted by e-mail to Barry@tallahasseehog.net by Friday ~~March 25th~~ April 29th, 2011.

Submissions will be presented to the membership for a vote at the April 9th **May 14th, 2011** meeting for a vote.

APRIL 2011 ACTIVITIES



Our HOG chapter is sponsoring our first “Makin’ Bacon for Kids” Poker Run on April 9th (yes, it’s our next meeting day)! We hope that many of our chapter members will support this event. Registration begins at 9:30am with last bike out at 11:30am, giving our members the opportunity to ride the poker run after our monthly meeting. The ride will leave from Capital City Harley-Davidson with last bike in by 2:30pm at Miller’s Ale House. There will be free food, lots of prizes, and a 50/50 drawing. Cost is \$15 per rider, \$10 per passenger, and \$5 for an extra hand. **Best hand wins a 50” flat screen plasma TV and worst hand wins a 3-piece luggage set.** If you would like to volunteer to help with the poker run, please contact [Dan Beeman](mailto:Dan.Beeman@embarqmail.com) (850-556-6076).



ALL proceeds go to support the FJJF “Youth Investment Award” scholarship program and will be for kids ONLY in this region. There are times youth get in trouble with the law ... many times they just need a positive direction and support to get back on track. The “Youth Investment Awards” provide that through monetary support to help further the education and/or employability of these at-risk youth. For more information, please visit their website at www.djjfoundation.org.

If you haven’t already turned in your odometer reading, please be sure to bring it to the meeting or email it to [Jeanne](mailto:Jeanne@tallahasseehog.net) before you start to ride this year. We want to find out how many miles our HOG chapter rides in 2011 ... we hope to ride more than a million miles! For more information or to download the form, please visit the Activities page on our website (www.TallahasseeHog.com/Activities).

If you have any questions about any of our activities, please let me know. Thanks!

Ride Safe!

Jeanne



Tallahassee HOG Chapter #0737

2011 Upcoming Activities

Editor’s note: More information on our ride schedule is available on our website, www.tallahasseehog.net Click Activities, and open activities calendar.

Please direct any questions or suggestions regarding rides to Wes Lewis (harleywes@gmail.com – 850-524-7250) or Dan Beeman (danbeeman@embarqmail.com – 850-556-6076), our Head Road Captains. If a ride has a specific contact mentioned, please utilize that person.

Closed (C) events are those chapter events which are open to chapter members and one guest per member.

Member (M) events are events that are open only to current H.O.G. members. (See page 8)

Upcoming Activities (continued from page 7)

Open (O) events are those chapter events which are open to chapter members, national H.O.G. members, and other guests as desired.

Non-Hog activities are included in our activities listings as a service to our members. These listings are accurate to the best of our knowledge; however since they are not our events we cannot be responsible for the accuracy of the "Non-HOG" listings.

Saturday, April 9th - Chapter Meeting (C)

The meeting starts at 10AM at Capital City Harley-Davidson; social begins at 9:30AM with coffee, donuts and bagels. We'll have a dealership presentation, info on upcoming rides and activities, a 50/50 drawing, and more! The after-meeting lunch ride is to The Blue Parrot restaurant on beautiful St. George Island. Road Captains are [Wes Lewis](tel:850-524-7250) (850-524-7250) and [Karen Brunelle](tel:850-228-7094) (850-228-7094).

Saturday, April 9th - HOG Chapter "Makin' Bacon for Kids" Poker Run (O)

Our Tallahassee HOG chapter is hosting a "Makin' Bacon for Kids" Poker Run. First bike out at 9:30am - last bike out by 11:30am from Capital City Harley-Davidson. Last bike in by 2:30pm at Miller's Ale House. Cost is \$15 per rider - \$10 per passenger - \$5 for extra hand. Lots of prizes - 50/50 drawing - free food. Best hand wins a 50" flat screen plasma TV. Worst hand wins a 3-pc. luggage set. All proceeds benefit the Florida Juvenile Justice Foundation "Youth Investment Award" scholarship program and will be for kids ONLY in this region. For more info, please visit www.djjfoundation.org. We also need volunteers to help with the poker run. If you're interested in volunteering, please contact [Dan Beeman](tel:850-556-6076) (850-556-6076).

Wednesday, April 13th - Mental Health Ride (C)

Lay out of work ride for all riders that want to skip a day of work. Meet at Centerville Road Publix at 9AM; KSU at 9:30AM for a good day of riding with Good Friends that WON'T tell! Destination is the Whippoorwill Sportsman's Lodge, Last Cast Pub and Grub on scenic Lake Talquin. They serve a variety of good food and semi-adult beverages (beer). The route covers about 70 miles of scenic Florida back roads. If the weather is nice we can enjoy the patio and a great view of the lake. Road Captains are [Jan Berryman](tel:850-508-7985) (850-508-7985) and [Tom Brunelle](tel:850-228-2725) (850-228-2725).

April 13-17th - Angel City Spring Rally - Non-HOG

Angel City is located off I-75, Exit 122, in Unadilla, GA. It incorporates an Old West theme and is the perfect environment for anyone riding on a steel horse. Please visit www.angelcityrally.com for more details on events, lodging, etc.

Friday, April 15th - Full Moon Ride (C)

Meet at Capital City Harley-Davidson at 6PM; KSU at 6:30PM. Destination is the Rancho Grande Mexican Restaurant in Madison, FL, where the portions are large, the beer is cold, and Bikers are welcome! Road Captains are [Billy Dice](tel:850-295-2404) (850-295-2404) and [Ross Stott](tel:850-443-2068) (850-443-2068).

Sunday, April 17th - Lunch Ride (C)

Meet at Centerville Road Publix at 9:30AM; KSU at 10AM. Ross has planned a scenic ride ending at La Hacienda II on Bannerman Road. Please bring a helmet in case we ride through Georgia. Road Captains are [Ross Stott](tel:850-443-2068) (850-443-2068) and [Nathan Zaharis](tel:850-766-1077) (850-766-1077).

April 27th thru May 1st - 13th Annual Thunder Beach Spring Rally - Non-HOG

Please visit www.thunderbeachproductions.com for more details on events, lodging, etc.

Harley-Davidson and the U.S. Military

By **Bill Jackson**, Archives Manager

In 1916, the United States was embroiled in a conflict with Mexican revolutionary Pancho Villa. A series of skirmishes left U.S. Army troops, under the leadership of General “Black Jack” Pershing, chasing Villa and his men along the U.S.-Mexican border. Among their many means of transportation were Harley-Davidson motorcycles with machine guns mounted in the sidecars. The War Department soon ordered a dozen motorcycles directly from Harley-Davidson, and a decades-long partnership began.

With the strategic value of motorcycles proven to the military, the War Department relied heavily upon Harley-Davidson following the entry of the United States into World War I. In fact, the first American to enter Germany one day following the signing of the armistice was riding a Harley-Davidson motorcycle. By the end of World War I, about one-half of all Harley-Davidson motorcycles produced from early 1917 to the end of the war had gone to the U.S. military. Wartime production

also gave rise to the birth of the Quartermasters School at Juneau Avenue in Milwaukee, a school for military motorpool mechanics, which evolved over the years into Harley-Davidson University. At war’s end, some 20,000 Harley-Davidson motorcycles had been used by the military.

Even more astounding numbers came in World War II, when Harley-Davidson produced more than 60,000 WLA motorcycles. About one-third of those bikes were sold to the Russian army, the rest went almost entirely to the U.S. military. The Company’s wartime production was exemplary enough to earn it the Army-Navy “E” Award for excellence in wartime production. Other motorcycles produced in much lower quantities were the WLC (Canadian military), the XA, a shaftdrive motorcycle for desert warfare, the UA model, as well as military G model Servi-Cars.

With the peace that followed World War II, Harley-Davidson produced the rarer XLA (military Sportster) and more WLA models, and in more recent years, the MT-350 and MT-500,

military motorcycles produced in tandem with the Rotax Company. During the post-World War II years, the Capitol Drive and York factories produced bomb casings and casing lugs on through the Persian Gulf war. Production of Harley-Davidson military motorcycles ended with the discontinuation of the MT motorcycles in 1998.

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Photograph courtesy of the Harley-Davidson Motor Company Archives. Copyright H-D®

"MAKiN' BACON FOR KiDS" POKER RUN

Sponsored by Tallahassee H.O.G.



\$15 @ rider \$10 @ passenger \$5 extra play sheet

Best Hand: 50" flat screen plasma TV (\$900 value)

Worst Hand: 3-pc luggage set (\$600 value)

Leaving from Capitol
City Harley-Davidson

Lots of prizes. 50/50. Free food
for participants provided by

APRIL 9, 2011
SATURDAY

BIKES OUT: 09:30 TO 11:30

LAST BIKE IN BY 2:30



SPECIAL THANKS TO BEST BUY FOR DONATING THE PLASMA TV
AND AAA FOR THE LUGGAGE SET



ALL proceeds go to support the FJFF "Youth Investment Award" scholarship program and will be for kids ONLY in this region. There are times youth get in trouble with the law...many times they just need a positive direction and support to get back on track. The "Youth Investment Awards" provide that through monetary support to help further the education and/or employability of these at-risk youth. FJFF provides support for them to get their GED, college or vocational training tuition, laptops, tools, etc. It's the mission of the FJFF to raise the funds to support the education and vocational advancement of at-risk youth coming out of the juvenile justice system.

Thank you for YOUR support. For more information, please go to www.djjfoundation.org.