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Class is Full-Size Pickups under 8,500 lbs. GVWR, Non-Hybrid vs. 2012/2013 competitors. 4x4 shown.



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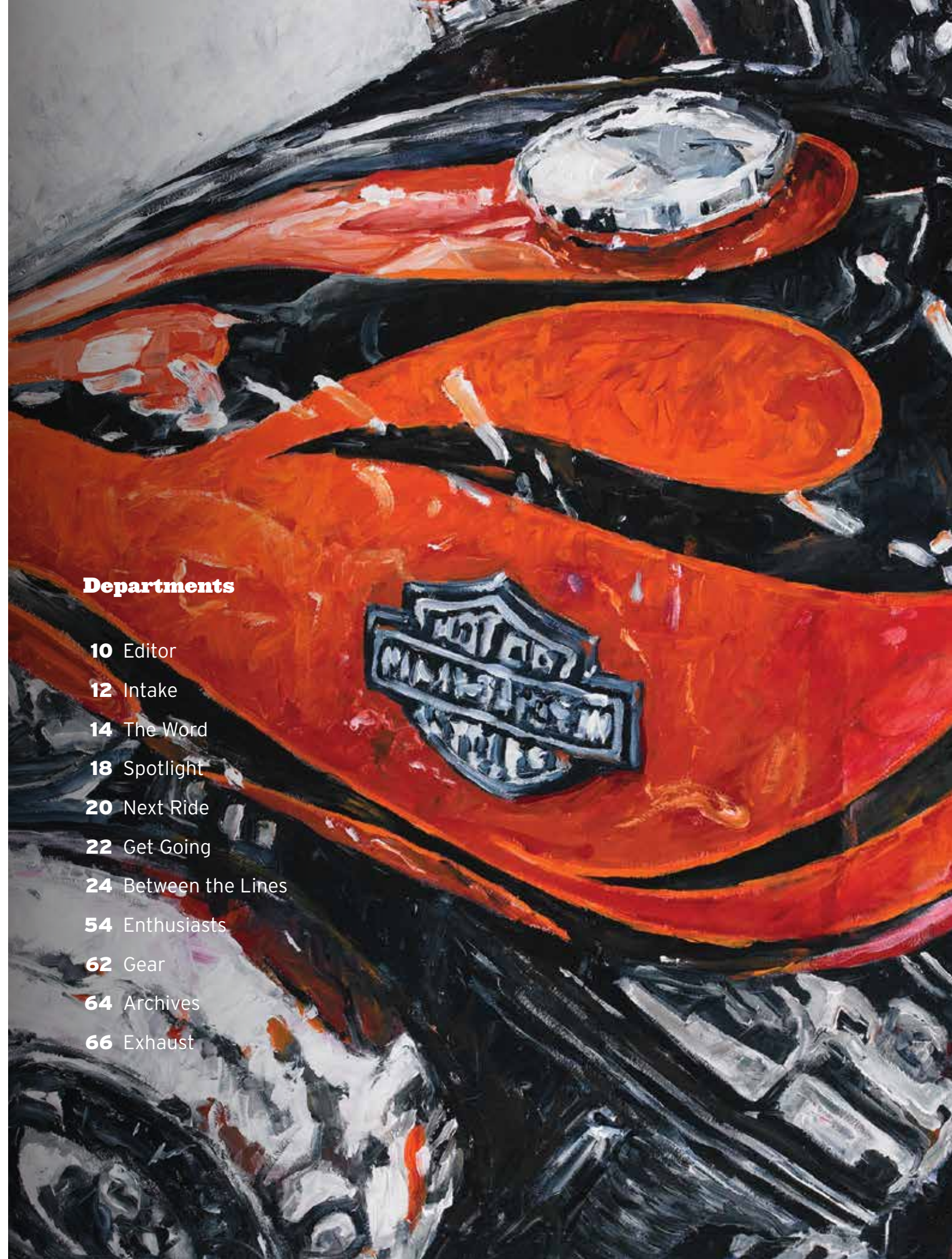
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Sunrise on the Cannonball

BUCK CARSON rides alone across South Dakota Highway 16 near Murdo, during the 2012 Cannonball Motorcycle Endurance Run, a coast-to-coast rally limited to pre-1929 motorcycles that covered nearly 4,000 miles between Newburgh, New York and San Francisco in September. Stops along the 16-day route included a rest day in Sturgis and an official stop at the Harley-Davidson Museum® in Milwaukee. Of the 69 riders who entered, 19 completed the entire 3,956-mile ride.

“This year’s Cannonball was much more rigorous than the 2010 Cannonball, with nearly 1,000 more miles ridden in the same number of days, including many tough back-to-back 300-plus mile days on these old bikes,” says photographer Michael Lichter, who documented the 2010 and 2012 versions while riding backwards as a passenger on a support motorcycle. “I was taken with the subtle changes in the background scenery as we moved from state to state, East to West, from coast to plains to mountains and back to another coast. The nearly 20 riders who entered from other countries got an appreciation of this country that many Americans may not fully grasp themselves.”

To see more of Lichter’s Cannonball photos, visit www.lichterphoto.com.

Sledding!

AS PART OF A DIVERSIFIED PRODUCT STRATEGY that also included a successful line of golf cars, Harley-Davidson briefly dabbled in the snowmobile business, which was booming in the early 1970s. With full production launched in 1971, the Harley® sleds were an attempt to leverage the strong Harley-Davidson® motorcycle dealer network (heavily touted in period advertising) and provide year-round sales opportunities. “We view snowmobiling very much as winter motorcycling,” Vice President of Marketing John Davidson said in a 1972 interview. The Harley snowmobiles were produced through the 1975 model year in both 398cc and 440cc displacements, using two-stroke engines built by the company’s Italian Aermacchi division.



The Bond of the Battle Cry



I WAS NOT ENJOYING THE BATTLE CRY RALLY WHEN I LEFT MILWAUKEE at oh-dark-thirty on a 33-degree morning back in September, and I was still not enjoying it two and a half hours later in the middle of Monday morning rush hour traffic in Chicago. But by the time I hit Indianapolis around Noon, the sun was shining, the open road stretched far ahead, and it was starting to feel like a great road trip.

I was riding with a couple of local H.O.G.[®] member friends, who were also signed up, and even though they were on “vacation,” I had to be in Richmond, Virginia for the kickoff of the second of the Harley Owners Group[®] 2012 touring rallies at 3PM the next day, which meant we were all on my schedule, and it didn’t leave a lot of time for sightseeing along the 955-mile route. We blasted down the Interstates to Charleston, West Virginia in 12 hours on the first day, covering about two-thirds of the distance, and found a nice hotel right along the river just in time to settle down with a couple of beers to watch the Packers lose to the Seahawks. (Note: Charleston would make a great stop for a future H.O.G. rally.) The second day was a bit more leisurely and a lot more fun, as even the Interstates in that part of the country are great to ride on. We made it to Richmond Harley-Davidson with 45 minutes to spare – which meant I had plenty of time to ridicule one of my colleagues who flew down and still got there late.

The next morning we were up again early to finish registering the last of the more than 320 members who joined the rally and then hit the road en masse to Appomattox Courthouse after the riders’ meeting. I was initially a bit skeptical about that first 100-mile leg of the route, which eventually took us along more than 900 mostly twisty miles between Richmond and Maryville, Tennessee. I was dreading the prospect of being at the tail end of a traffic jam as we rolled out of the dealership parking lot, but the flashbacks to Chicago rush hour soon proved to be inaccurate. Our massive posse quickly broke naturally into small riding groups, and we reunited at The Museum of the Confederacy near the National Park in Appomattox, where Lee surrendered to Grant. Our group’s reunification was a bit less complicated.

For the remainder of the rally, it was really cool to spot other groups of us on the road. I felt like we shared a common destination and objective, and were all equally excited to get there, but didn’t feel pressured into making forced stops or like we were being led around on leashes like a bus load of tourists at Disneyland. The bond of a shared but still personal riding experience remained for the rest of the four-day rally, which brought us to Roanoke, Virginia the first night and then to Salisbury, North Carolina and finally Maryville for the final two nights, where we spent the last day riding twisty roads in and around the Smoky Mountains. There were plenty of planned activities along the way, like a stop at the Wheels Through Time motorcycle museum and dealer parties at Roanoke Valley, Tilley, and Smoky Mountain Harley-Davidson, but the Battle Cry rally was not over-structured. Instead, it was very much a make-it-your-own kind of rally. I met a lot of H.O.G. members at the stops and even got to ride with a few of them along the way (thanks especially to David and Dena Cadogen, from Frederick, Maryland, for letting me tag along with your group).

I had plenty of time to reflect on the previous four days as I blasted back to Milwaukee on Sunday after the rally ended, completing a 2,500-mile, seven-day round-trip that began as a trio of riders, expanded into a huge family, and ended as a solo ride home. I felt like I had come full circle as I rolled into my driveway; home at last, but as a part of Harley Owners Group, never very far from home along the way.

Matt King



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ON THE COVER: Two-year-old Justice tries on a helmet belonging to his dad, Dickson Hendley, who is featured in the article “Missionary Man” on Page 40. Photo by Jeff Holt.

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HOG magazine is published by Harley-Davidson for owners of Harley-Davidson[®] motorcycles and anyone interested in news about the Motor Company, its products, and activities. Subscriptions are limited to the U.S.

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Plus, by not waiting, you’ll get your 2013 membership materials early next year — and be ready to celebrate all year long!



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COUNTERINTUITIVE RESPONSE

I enjoyed reading “Counterintuitive Technique” in the latest issue [017, Pages 24-25]. I’ve been practicing countersteering from the moment I first learned from another article 10 years ago. Up to that point, I, too, found myself trying to “steer” in dicey situations. Great article, and I must say I practice every time I’m on the bike.

KEN BUCELLATO
FALLBROOK, CALIFORNIA

.....

I just read your article on countersteering, and I’m that guy you were talking about. I’ve been riding for years and never realized I was fighting my way through curves. I’m going to hit the road and try this not-so-new technique, and hopefully reduce some stress experienced when in certain riding situations. Thanks for the article!

TRACY MILLER
VIA E-MAIL

.....

I read your last issue of HOG® on countersteering. I purchased a new Fat Boy® in April and only had been riding it three weeks when I didn’t correctly negotiate a curve and broke my back. If I only would have gotten this article a little sooner it could have possibly prevented that from happening. I’m once again riding and thanks to the article am steering a lot better.

JOSEPH VIDENICH
VIA E-MAIL

.....

FK CANCER**

I enjoy reading everything in your entire magazine and particularly like the Intake letters from other H.O.G.® members. However, when I read the letter regarding “One Too Many Words” I was flabbergasted. When I looked at Page 26, at first I couldn’t figure out where he was seeing that phrase “F---CANCER.” The beautiful bike, the beautiful scenery, the interesting post with all the individual signs on it ... oh, wait, is that it? Yes, there it is! I got a chuckle out of it.

Please don’t change anything about your magazine ... that phrase was part of that post – if you would have blurred it out, it would have been a beacon drawing the viewers’ eyes right to it, and it would have ruined a very beautiful picture. To anyone who’s concerned and doesn’t want to take the chance on youngsters possibly reading a small phrase on a sign that’s among 20 or more signs on a post in one picture in the entire magazine: keep the magazine in a place where they can’t get at it. The rest of us enjoy it as it is!

SHERRY JORGENSON
WATERTOWN, SOUTH DAKOTA

.....

To the reader who was offended by the sign saying “F---CANCER,” I say the only healthy way to go through that experience is with an attitude of “F---CANCER,” while getting in as many miles as you can on your H-D® motorcycle. If my grandchildren were to pick up my HOG magazine and ask me about that sign, I would give them a lesson in never giving in. And the therapeutic effects found in riding a Harley Davidson® motorcycle.

KATHY MacKENZIE
VIA E-MAIL

.....

While I understand John’s desire to shelter his grandchildren from the F-bomb in an attempt to maintain their innocence, he’s wrong to admonish HOG for having the word in the magazine. Most people who own a Harley® are old enough to not have their innocence shattered by seeing the F-bomb in a publication intended for adults.

ALICIA WEITZEL
MONROE TOWNSHIP, NEW JERSEY

.....

I wonder if John ever thought that maybe his grandkids might be smart enough to ask, “Hey Grandpa, what’s cancer?”

He could explain that cancer is a horrific disease that kills thousands of people each year. Then perhaps explain that the F-bomb is a politically incorrect way to emphasize a point or situation. The bottom line is that sheltering kids from the world and censorship is not the answer; teaching them your values is.

RUDY DETTLER
VIA E-MAIL

What I love about the Intake section is that our readers are never shy about expressing their opinions. We published John’s letter, without comment or reply because he expressed an honest opinion, and we wanted to see how other readers felt, not to start an argument. I appreciate that we can air opposing viewpoints here while maintaining a level of civility. —Ed.

.....

NORTH OF SOUTH DAKOTA

Thanks to John Sandberg for his great article about North Dakota in HOG 017. I moved there about 40 years ago and have never looked back! There are no friendlier people to be found anywhere. Sure, there are long, cold winters, but the Northern Lights make it worthwhile. And sometimes the summers can be very warm, but that just makes for good riding. If you’re tough (or foolish) enough, you can ride in the U.S. Military Vets MC North Dakota Chapter’s annual “Below Zero Hero Run” held on the last weekend of January, when we ride in temperatures in the negative teens to raise money for homeless veterans.

RON RAGAN
FARGO, NORTH DAKOTA

.....

BUCKLE UP

I love the photograph on Pages 8-9 of the 017 issue. I’ve seen it many times since I began riding Harleys in 1987. Upon closer examination, it appears Ray Weishaar

is wearing a Boy Scouts of America web belt. As an Eagle Scout, I love that my grown-up love, Harley-Davidson, now has a link with my passion growing up, the Boy Scouts. Thanks for sharing the great photos from the H-D Archives; it’s always good to remember the past and where we came from.

MICHAEL CHILDRRESS
VIA E-MAIL

.....



PEDAL POWER

We saw your story on the H-D bicycles and wanted to send you a picture of the 1918 H-D Model 418 bicycle we restored. This year we also got a 2012 Tri Glide®. So we went from a bike to a trike!

TOM AND SUE McGRAW
PLAINWELL, MICHIGAN

.....

DOWN WITH FLIP-FLOPS

I have a standing joke about how to tell when someone is a “wannabe rider.” They’re the riders wearing flip-flops. The other day I watched a man in flip-flops trying to turn an Electric Glide® around in a parking lot. I told my wife: Just another wannabe rider. I don’t know which was funnier, him trying to walk that bike around or his flip-flops rolling under his feet on the pavement! There’s a reason why real motorcycle riders put leather on their bodies: It’s called protection! I don’t have to explain to anyone who has put many miles on riding a motorcycle

why boots are just as an important part of safety gear as eye protection. Maybe an article on proper footwear and its safety benefits would be a good subject for all the wannabe riders.

LEWIS CARTER
NASHVILLE, TENNESSEE

.....

DEJA VU

When I received HOG 017, as always I read it cover to cover before putting it down. I was especially intrigued with Marie Beyerlein’s \$100 Ride, “Four Volcano Ride.” During the first week in July, a friend, Ken Wilson, and I were on the same route as Marie. However, since we left from the Cincinnati, Ohio area our journey lasted 5,530 miles, and our total expenses were just a bit more than Marie’s \$48.39!

JOHN GEHLENBORG
CINCINNATI, OHIO

.....

STRANGE REQUEST

I enjoyed the article “Stranger in a Strange Land” by John Newkirk. It seems like a rather odd experience for a Harley rider. He could have at least included pictures of the women in caveman-like bikinis.

BUD GREEN
PARKER, TEXAS

.....

WHAT’S YOUR STORY?

We welcome your letters, photos, and riding stories. Please e-mail yours to hogmagazine@harley-davidson.com or mail them to ... HOG magazine, P.O. Box 453, Milwaukee, WI 53201. Please include your name, address, telephone number, and/or e-mail address. All submissions become property of Harley-Davidson. We reserve the right to edit submissions for length and content.



Good Times and Great Riding on H.O.G.'s Battle Cry

WHETHER YOU WERE A CIVIL WAR BUFF, a vintage motorcycle fan, or just someone who loves to ride with other H.O.G. members, there was a little something for everyone during the H.O.G. Battle Cry rally, September 26-29.

Starting at Harley-Davidson of Richmond, Virginia, the first day's agenda took the more than 320 participants to The Museum of the Confederacy and Appomattox Court House, where General Robert E. Lee surrendered his Confederate forces to Ulysses S. Grant in 1865, marking the end of the conflict between the states. From there, the group traveled to Roanoke, Virginia for an overnight stop before spending the next two days crossing through the Smoky Mountains, with stops at Tilly H-D in Salisbury, North Carolina and the Wheels Through Time motorcycle museum in Maggie Valley, en route to Maryville, Tennessee via the Blue Ridge Parkway.

The final riding day saw most of the group scattered across some of the great roads in and around the Smokies, including the Cherohala Skyway and U.S. 129 – the Tail of the Dragon – before the rally ended with a concert and barbecue dinner at Smoky Mountain Harley-Davidson.

Photography: Chris Kutsch and Matt King



Forward Thinking



I'VE HEARD THE WORDS "H.O.G. CHANGED MY LIFE" – both from members and fellow employees – ever since I started working for Harley-Davidson in 2000. And trust me when I tell you that my own passion for Harley Owners Group® is just as strong. That's why, as the new director of H.O.G. for the U.S., I'm so energized and humbled to join the team leading Harley Owners

Group through its 30-year celebration and into the future.

So how did a Wisconsin kid, born only six miles from Harley-Davidson's Milwaukee headquarters, find his way to a leadership role in Harley Owners Group? Good question.

My first motorized two-wheel experience came on the mini-bike on my grandparents' farm: basically a set of apes and a lawnmower engine. Twenty years later, some Harley®-riding friends inspired me to get my first Harley-Davidson®. It was a used red 1996 Sportster® Sport. I thoroughly enjoyed that bike as my primary mode of summer transportation.

After immersing myself in the world of H-D, I decided that my professional destiny was to work at Harley-Davidson and nowhere else. In January 2000, I accepted a position with the e-Marketing group. Over the next 12 years, I found that my experience and passion for riding and having fun was a perfect match with Harley Owners Group. As you all know well, it's hard to explain the transformation that happens when you go from an "around town" rider to discovering a whole new level of enjoying your H-D® as a H.O.G. member. I experienced many great events, from the Posse Ride to CLUB H.O.G. in Chattanooga; and the people, miles, and fun I've had changed the course of my life.

At H-D, I've held important roles in technology and marketing. I've worked on special projects like the Harley-Davidson Museum®, as well as many H.O.G. activities and training events. And when Steve Piehl, one of the founders of Harley Owners Group 30 years ago, recommended me to help lead H.O.G. going forward, I knew it was destiny again. I'm excited about joining H.O.G. leaders from around the globe on our journey to grow and improve H.O.G. for the next 30 years.

Thirty years of Harley Owners Group is a wonderful success story, but it's also just the beginning. To make the next 30 years as amazing as the first, I look forward to working with H.O.G. members and Motor Company staff alike – to continue making H.O.G. even more exciting, inviting, contagious, and fun for our freedom-loving, diverse, and global family of riders.

Ken Knuteson

Director H.O.G. and Membership Programs

Helping Our Heroes

TO HELP CONTINUALLY RECOGNIZE and support America's military veterans, Harley-Davidson is going online at h-d.com this November to tell the story of its Harley's Heroes partnership with the Disabled American Veterans (DAV). Harley-Davidson has helped create video stories for two U.S. Army veterans: Nick Bernardi of Newark, New Jersey and Troy Torgerson of Wausau, Wisconsin. They are just two of the many veterans the program has helped to "move onward" after sustaining a disability. Since 2007, the Harley-Davidson Foundation has provided \$2 million in grants for the DAV Harley's Heroes program, which fields a fleet of mobile service offices that provide access to earned military benefits and services for disabled veterans and their families.

Programs like Harley's Heroes continue Harley-Davidson's long history of supporting the U.S. military and America's veterans. For more information, visit h-d.com/military.



Historic Meeting

POPE BENEDICT XVI AND WILLIE G. DAVIDSON shake hands in Vatican City on October 3, 2012. The meeting was part of an event to start the countdown to the Harley-Davidson 110TH Anniversary Celebration in Rome, June 13-16, 2013. Highlights of the event include a party in the Port of Ostia, a parade through the heart of Rome, two headlining concerts at Stadio Olimpico, and a papal bike blessing at St. Peter's Square.

Build It and Win

CHECK OUT THE NEW ONLINE H-D™ BIKE BUILDER TOOL by November 30 to have a chance to win a personally customized 2013 Street Bob® motorcycle and a trip to Los Angeles to visit the set of the FX hit series *Sons of Anarchy*. It's all part of the second installment of H-D's popular "United by Independents" Dark Custom® campaign. Start building your own custom Street Bob – and enter to win – right now at h-d.com/sonsofanarchy.

Next Year Starts Now!

2013 IS GOING TO BE AN EPIC YEAR with H-D 110TH and H.O.G. 30TH Anniversary celebrations around the globe. With the official kickoff at the H-D Museum on August 30, "next year" is already under way. Don't miss out – start planning now! For a complete listing of official Anniversary events around the globe, see the calendar on Page 22, and visit h-d.com/110 for ticket purchase information.

Power Trip Winners

CONGRATULATIONS TO STEVEN DeSALVO, one of the winners of the Harley-Davidson Power Trip Sweepstakes. Steven, a H.O.G. member from Denville, New Jersey, invited his friend Christian, from Pottersville, New Jersey, to enter the sweepstakes with him. Steven currently owns a 2011 Harley-Davidson Blackline® model; Christian, a Japanese sportbike. By winning one of the Grand Prizes, the two longtime friends can choose one of six Harley-Davidson epic adventures – powered by Harley-Davidson® Authorized Tours – to ride together.

IMS Ticket Benefit

THE RENOWNED INTERNATIONAL MOTORCYCLE SHOWS® (IMS) are the best place each year to see everything that's new in the world of motorcycling, including all of the newest Harley-Davidson models to see up close – and demo ride at select shows. As a H.O.G. member, you're eligible for a special rate on general admission tickets. Just buy your tickets online in advance of the show, and you'll receive \$4 off the regular price. The 13-show 2012-13 schedule opens November 2-4 in Atlanta, Georgia and runs through February 22-24, ending in Charlotte, North Carolina. To purchase tickets, visit h-d.com/ims.

If You're in the Neighborhood ...



HERE'S WHAT'S HAPPENING at the Harley-Davidson Museum in the coming months:

NOVEMBER 22-JANUARY 4: "Industrial Innovation Gets Elementary" – Milwaukee-area students from grades 4-7 have partnered with Motor Company designers and engineers to understand the craft and science behind industrial innovation. View the results of their creative collaboration: a vast array of motorcycle gas tank designs.

JANUARY 18 (OPENING): "Designing a Celebration" – a behind-the-scenes look at how Harley-Davidson's Styling Department developed the unique paint schemes and trim features for the new 110TH Anniversary models.

For details, visit h-dmuseum.com.

Give to Ride

THIS YEAR, GIVE YOUR HARLEY-RIDING FRIENDS A GIFT they'll truly appreciate: a new or renewed membership in Harley Owners Group. It's easy. It's always the right style. It always fits. And there's never been a better year to be a H.O.G. member than 2013. To give the gift of H.O.G., call 1-800-CLUBHOG (1-800-258-2464).



Ethanol and Your H-D®

ETHANOL/GASOLINE FUEL BLENDS have steadily proliferated in recent years – leading to increased questions about their use in H-D motorcycles. Harley-Davidson has been out in front of this issue, and is happy to offer the following information and guidelines.

The first thing U.S. riders should know is that blended fuels with a maximum concentration of 10 percent ethanol (E10) are fine for your Harley motorcycle. Though you may experience a slight drop in fuel mileage vs. unblended gasoline, all fuel-injected Harley-Davidson models, as well as 2002 and later carbureted models, are designed to be compatible with E10 fuels. However, using fuels with an ethanol concentration of E15 or above – especially E85, or "Flex Fuel" – is not just a bad idea, it's prohibited by U.S. law. Here are the downsides to these high-ethanol blends:

- They are powerful solvents. This can cause buildup of dirt or rust in your fuel tank to dissolve and move it further into the system, affecting carburetors or injectors.
- They are "hygroscopic," meaning they readily absorb and retain moisture that can cause starting and other performance issues, and damage fuel injectors and fuel pumps.
- They are more corrosive than unblended gasoline. Long-term use can lead to rust in unlined fuel tanks, along with deterioration of rubber components, plastics, resins, and even some softer metals.

If you accidentally put high-ethanol fuel into your tank, it's best not to take chances – don't run the engine. Instead, contact your local Harley-Davidson dealer to drain the tank and, if necessary, inspect the engine to make sure nothing has been damaged.

If you have any questions about the use of blended fuels in your motorcycle, consult your owner's manual or contact the service experts at your Authorized Harley-Davidson dealership.

MATHEW HINTZ

Paint Job

A heavy-duty approach to Harley fine art.



AS A FINE ARTS STUDENT at Milwaukee Institute of Art and Design (MIAD), Mathew Hintz didn't know much about the world of motorcycles. But he knew a good opportunity when he saw it. So when an internship at Harley-Davidson Motor Company knocked, he opened that door and walked through. And never looked back.

Today, Matt's ties to the Motor Company are deep and strong. Officially he's a freelancer, but he does enough work for H-D that

he has an office at the Juneau Avenue headquarters. His duties include a wide range of "production art," pitching in on projects for MotorClothes®, the Styling department, and others. In fact, you're likely familiar with some of his work: He has designed the Harley Owners Group® renewal rocker patches since 2002.

But Matt may soon become renowned for a more personal form of self-expression: his fine art paintings of Harley-Davidson® motorcycles. What started as a fun project for friends and family may soon raise his professional profile considerably.

"It's kind of a secondary career for me," he explains. "But over these past two years I've started making more of a respectful run at it, lining up shows, and working more outside my comfort zone."

In August, his work made a splash at Sturgis, with his own show at the famous Broken Spoke Saloon. "That was a big change for me, compared to what I'm used to." And probably not something he imagined for himself while growing up in the northern Minnesota town of Britt. When he was in high school, his family moved to the Milwaukee area. By then, he had long since developed a strong interest in art and knew that's what he wanted to pursue.

"By about third grade I knew I had some talent," he says. "And I had a leg up in that my grandmother was trained as a fine artist."

His skills ultimately earned him a scholarship at MIAD, which led him to H-D and down the unlikely path he is now on.

He had no motorcycle background when he started at the Motor Company, but being surrounded by it inevitably gave him what he calls "the spring itch." So he took a Rider's Edge® class

and bought a 2004 CVO™ Deuce™. The choice of that particular ride was not arbitrary; it was a bike he helped design. "I worked with Ray Drea and the guys in Styling to create that paint scheme," he explains with obvious pride.

He did his first motorcycle painting in 1998, a portrait of a Fat Boy® done as a favor for a friend, as a surprise for her husband's birthday. At the time, he had no idea it would turn into something significant. "I don't even have a picture of it!" he says.

His work reflects what he calls a "loose impressionistic style," using large strokes and lots of paint to create a work that's "juicy" and "thick" – with a certain *heft* to it that reflects the powerful,

“What I try to do is give you paint, give you structure to look at. It’s almost a sculpture ...”

heavy-duty nature of his subject matter. You can't really see it on a printed page, but his original works are more three-dimensional than two-, with significant texture you can both see and feel.

His favorite compliment, he says, is when people tell him how different his paintings look up close than they do from across the room. "People are surprised at how much paint is there," he says. "What I try to do is give you paint, give you *structure* to look at. It's almost a sculpture, on the edge of being a sculpture."

To get that effect, he layers acrylic and oil paints on wood (not canvas), then tops it off with seven coats of varnish to make the painting "almost bulletproof."

For now, the production art pays the bills, while the fine art fuels the passion. But he's working toward a day when the passion will yield enough fruit to support him, his wife, Lisa, and their four young children.

"If I'm going to make a run at this, now is the time," he says. "I'm not thinking it's going to happen tomorrow, but I'm trying to grow it, to do more and more every day."

Earning a living with his painting would be great. But what he finds just as rewarding as getting a check is "seeing the smiles on people's faces when they see the work for the first time."

An example of Matt's work is featured on the Table of Contents, Page 5. To see more, visit www.studioboo.com.



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byways.org/explore/byways/2033

See also "Ghosts of the Open Road" in *HOG*® 011, Pages 36-41.



Photography: Glen Abbott

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www.creolenaturetrail.org



Photography: Lake Charles/SWLA Convention & Visitors Bureau

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110th Anniversary kickoff at European Bike Week in Faaker See, Austria.

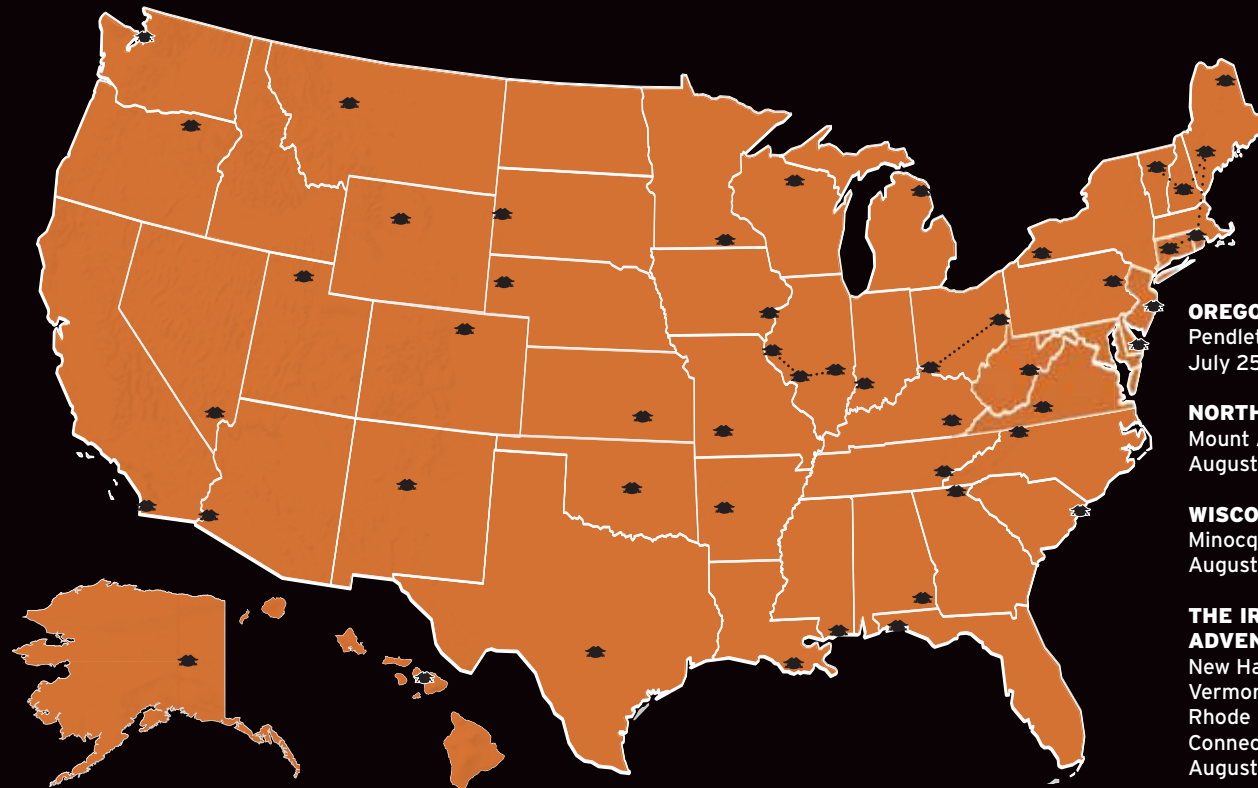
HARLEY-DAVIDSON 110th ANNIVERSARY CELEBRATION

United by Independents

THE WORLDWIDE HARLEY-DAVIDSON 110th ANNIVERSARY CELEBRATION is well under way, with official kickoff events in Austria, Milwaukee, and Rome already in the books. And there's plenty more to come with once-in-a-lifetime experiences scheduled on six continents. The growing rumble becomes a roar in summer 2013 with giant celebrations in Rome and Milwaukee. Start planning now to make 2013 your most memorable year ever. For details, visit h-d.com/110.



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|---|---|
| GOA, INDIA
February | MEXICO CITY, MEXICO
May |
| AUCKLAND, NEW ZEALAND
February 14-17 | SÃO PAULO, BRAZIL
June |
| DAYTONA BEACH, FLORIDA, USA
March 9-16 | ROME, ITALY 110th CELEBRATION
June 13-16 |
| MELBOURNE, AUSTRALIA
April 12-14 | STURGIS, SOUTH DAKOTA, USA
August 3-10 |
| MARGATE, SOUTH AFRICA
April 26-28 | MILWAUKEE, WISCONSIN, USA 110th AND H.O.G.[®] 30th ANNIVERSARY CELEBRATION
August 29-September 1 |
| QIANDAO LAKE, ZHEJIANG PROVINCE, CHINA
April 29-May 1 | KUALA LUMPUR, MALAYSIA
September 14-19 |



- OREGON**
Pendleton
July 25-27
- NORTH CAROLINA**
Mount Airy
August 7-10
- WISCONSIN**
Minocqua
August 15-17
- THE IRON ADVENTURE RUN**
New Hampshire, Vermont, Maryland, Rhode Island, Connecticut
August 22-24
- GEORGIA**
Hiawassee
September 12-14



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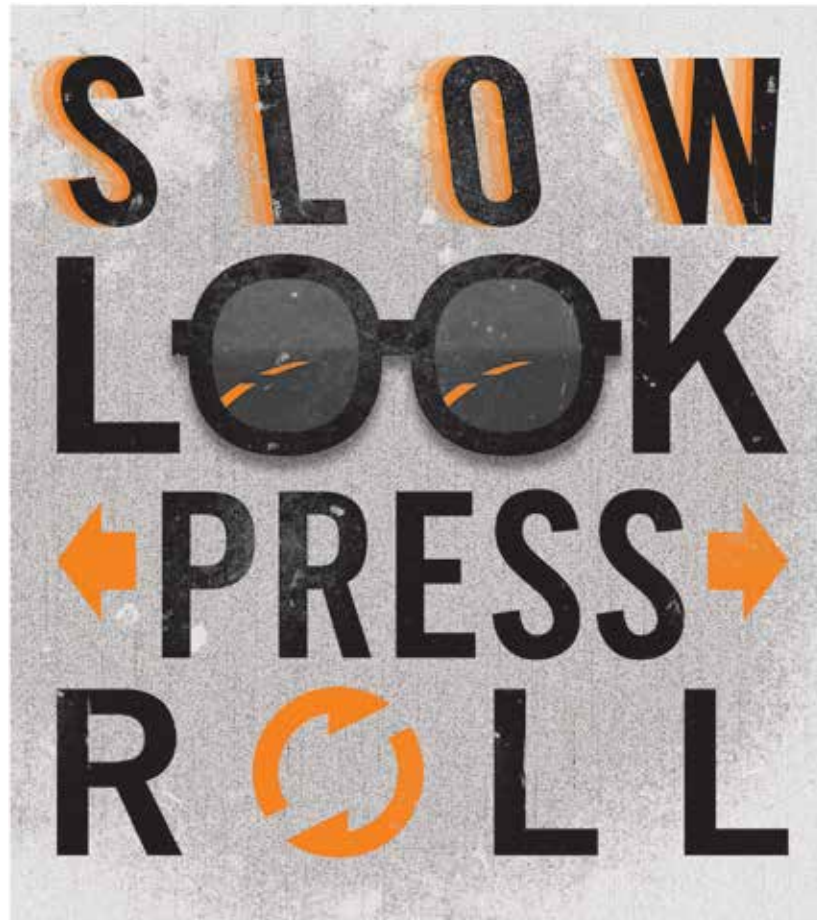
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|--|---|---|--|--|---|
| LOUISIANA
Houma
April 4-6 | TEXAS
San Antonio
May 16-18 | ILLINOIS
Quincy, Alton
June 6-8 | IOWA
Clinton
June 20-22 | WEST VIRGINIA
Snowshoe
July 11-13 | SOUTH CAROLINA
North Myrtle Beach
October 3-5 |
| ALABAMA
Dothan
April 25-27 | NEBRASKA
Gering
May 24-27 | INDIANA
Terre Haute
June 7-9 | MINNESOTA
Albert Lea
June 27-29 | WYOMING
Thermopolis
July 11-13 | HAWAII
Kahului, Maui
October 11-13 |
| DELAWARE/ MARYLAND
Rehoboth Beach, Delaware
April 25-27 | TENNESSEE
Maryville
May 29-June 1 | ALASKA
Fairbanks
June 13-15 | MONTANA
Great Falls
June 27-29 | MAINE
Caribou
July 18-20 | OKLAHOMA
Norman
October 17-19 |
| ARKANSAS
Hot Springs
May 2-4 | KANSAS
Wichita
May 30-June 1 | COLORADO
Greeley
June 13-15 | VIRGINIA
Roanoke
June 27-29 | WASHINGTON
Oak Harbor
July 18-20 | FLORIDA
Destin/Fort Walton Beach
October 23-27 |
| NEW MEXICO
Albuquerque
May 9-11 | MISSOURI
Springfield
May 30-June 1 | SOUTH DAKOTA
Spearfish
June 14-15 | NEW YORK
Ellicottville
July 11-13 | UTAH
Ogden
July 24-27 | ARIZONA
Yuma
October 24-26 |
| KENTUCKY
London
June 5-8 | OHIO
Steubenville to Cincinnati
June 19-22 | PENNSYLVANIA
Tannersville
July 11-13 | MICHIGAN
Alpena
July 25-27 | NEVADA
Las Vegas
October 24-27 | |

Dates, locations, and event details subject to change.

Turning the Corner

How to go around the bend without losing control.

BY BECKY TILLMAN, MSF RIDERCOACH TRAINER/HARLEY-DAVIDSON MOTOR COMPANY



IF EVERY MOTORCYCLE RIDE CONSISTED ONLY of traveling in a straight line, our sport would probably not be nearly so popular. Sure, getting ourselves into a slightly meditative state as we stare down a straight and open stretch of road - alone with our thoughts, absorbing the scenery, taking it all in - has its appeal. But it's *cornering* - working our way through the twists and turns - that raises our heartbeat and gets the adrenaline flowing.

are potentially very severe. This makes slowing down perhaps the most crucial aspect of successful cornering. Many accidents are the result of riders entering a curve or turn at a speed that's too high.

The key is to slow down *before* you enter the turn. Apply the front and rear brakes firmly but slowly as you ease off the throttle. How much you slow down will depend on things like the sharpness of the turn, the presence of other traffic, and any obstacles that may be in your path.

Between the Lines in *HOG*® 017 (Pages 24-25) looked at the concept of *countersteering*, the counterintuitive idea that pressing forward on one handlebar of your motorcycle makes you turn in that direction - *away* from the direction the handlebar (and front wheel) seems to be turning. Here we'll explore how to put that technique to work as you navigate the real-world curves as you ride.

A Four-step Approach

First, despite the initial description of the thrill of cornering, it's important to point out that most of the time turning our motorcycle is about function and safety, not adrenaline. Yet the same basic technique applies, whether we're making a left turn at a busy intersection or carving corners on our favorite back-road ride.

Starting with the very basics, that technique is defined as a four-step process, "**Slow, Look, Press, and Roll**" - which assumes you're already fully engaged in the "S.E.E." process: "Search, Evaluate, Execute." That is, that you have already Searched the upcoming turn, Evaluated the situation, and are prepared to Execute your turn.

SLOW

It may seem obvious that approaching a curve at the proper speed is very important. But the consequences that misjudging your speed have

And it's especially important when you're riding on unfamiliar roads. Remember, in uncertain situations it's better to err on the side of caution by slowing down *more* than by taking a chance at taking a turn too fast.

For one thing, braking *during* a turn can cause problems. Applying the brakes takes traction away from your turning, raising the risk that your tires won't hold through the curve. The risk is higher when conditions are less than ideal, such as when it's wet or when there's debris, such as sand or gravel, on the road.

Even worse, if you brake too hard (easy to do if you panic) you risk locking up your tires, and going into a skid or losing control.

LOOK

"Look" in this context refers to turning your head and looking in the direction you want to turn. Don't just redirect your eyes, *turn your head!* Keep your eyes up and look as far ahead into the turn as you can, making sure you know what's ahead and looking out for potential obstacles such as gravel, road kill, leaves, or anything that might get in the way of making a good turn.

As new information is added, adjust accordingly. Slow down as needed, adjust your intended path, or even, if the situation calls for it, make an emergency stop. Stay focused. Riders are at their most vulnerable while making a turn, and it's crucial to keep your mind on what you're doing and not let your attention wander.

Turning your head and not just your eyes is key. It's easy to think that just using your eyes to look down your intended path is good enough. But physically turning your head does a number of things that aren't always obvious. For one, it seems to help clue the rest of your body what your intentions are. For whatever reason, your motorcycle just seems to "obey" your commands better when your head leads the way.

PRESS

Here, again, we encounter the countersteering concept. As you enter the turn, push forward on the handlebar in the direction of the turn. In other words, as discussed in the countersteering article, push left to go left, push right to go right. This action initiates a lean that starts your motorcycle turning in the direction you want it to go.

ROLL

The last step in the process is to roll on the throttle, smoothly and steadily, as you go through the turn. This does several things. For one, it helps counter a somewhat natural tendency to continue slowing down, to extend the "Slow" step, as you enter the turn. More importantly, steady, gradual acceleration helps stabilize

The more you think about the "Slow, Look, Press, and Roll" process while you're learning, the more natural and automatic it will become.

the suspension and maximize handling. In addition, accelerating gradually as you come *out* of the turn helps naturally return the bike to an upright position.

On longer turns or curves, you may not accelerate throughout the turn, but the same principles apply. The important thing is to get back on the throttle after slowing for the turn and then accelerate as you come out of it. But it's often best to maintain a steady speed, without slowing or speeding up, through a longer turn.

To a beginner, accelerating through a turn may not feel like a natural thing to do, but it's important for the reasons just discussed. The key is "smoothly and steadily"; *gunning* the throttle as you turn will only cause problems.

All Together Now

Even though we've broken the turning process into four distinct steps, with practice and experience it will begin to feel like one continuous action. Like so many things in motorcycling (and life), practice and experience are key. The more you think about the "Slow, Look, Press, and Roll" process while you're learning, the more natural and automatic it will become. In the long run, this will help free your mind to more actively engage with everything else going on around you. And help make every ride a little more relaxing, or exciting, and safe.

Between the Lines in *HOG*® 019 will cover the topic of more advanced cornering techniques.

Becky Tillman is MSF RiderCoach Trainer, Rider's Edge® Instructor, and Marketing Field Manager, Harley-Davidson Motor Company.

HOW ABOUT YOU? Do you have a topic you'd like to see us address in *Between the Lines*? Let us know by writing to hogmagazine@harley-davidson.com.



TOMAHAWK

**HIDDEN IN THE HEART OF WISCONSIN'S NORTH WOODS IS
AND PAINTING PLANTS YOU'LL FIND ANYWHERE: THE**

Story by Mike Zimmerman

**ONE OF THE MOST SOPHISTICATED PLASTIC MANUFACTURING
HARLEY-DAVIDSON TOMAHAWK OPERATIONS FACILITY.**

Photography by Mark Brautigam



THE FIRST THING YOU NOTICE ABOUT THE TOMAHAWK SOMO FACILITY IS HOW MODEST IT SEEMS.

Located on Somo Avenue, just on the outskirts of town, it's not large or imposing or high-tech looking. Rather, the plant looks like it's been there for a long time – like it *belongs* there, as part of the town and its history. Because it does.

The plant originally produced boats for the Tomahawk Boat Manufacturing Corporation, which Harley-Davidson bought in 1961 to acquire its fiberglass fabrication capabilities. For a short time, it also continued to produce boats, as well as bodies for golf cars and snowmobiles. Today, employees at Tomahawk mold, paint, and assemble a variety of composite motorcycle components.

Just a few miles away, around the corner and just outside of town, is the newer and larger Kaphaem Road facility. Built in 2002, this 95,000-square-foot plant

(including a 2006 expansion) also produces windshields and other plastic parts, such as fairings, fairing lowers, saddlebags, and Tour-Pak® carriers/luggage carriers.

Both plants also house state-of-the-art painting operations, in addition to other cutting-edge processes and equipment, says Tomahawk General Manager Latasha Akoma. But what really sets the two plants apart are the quality, commitment, and character of the nearly 350 people who make it all run.

THE PROCESSES

The fabrication of plastic parts at Tomahawk begins with state-of-the-art injection molding – or “I-mold” – at Kaphaem, turning small plastic pellets into precision-molded components. A robot takes the part from the mold, trims the excess material, and begins prepping it for painting.

One of the key steps in this process is the “plasma” treatment, where all the edges of



3

LOCAL COLOR

1 Parts with two-tone paint schemes are marked by computer, then masked by hand. 2 Every part is closely inspected before it's shipped. 3 The plants may paint up to 30 colors in a day.

formulations, a great deal of attention is paid to making sure that when the catalog says an accessory is “color-matched” to the primary paint set, it really is.

“There is a tremendous amount of coordination between factories [at Tomahawk, York, and Kansas City],” says Tomahawk Director of Operations Chuck Statz. “There are weekly meetings that don't stop – we launch one model year and immediately go into the next. It's a robust development process that ensures we achieve an exact match that we need between factories.”

And it's not a simple process. “Paint is affected by so many different parameters, you have to control so many things to make sure you get a consistent paint job,” Statz says. “We have to control things like viscosity, the temperature of the paints, and the temperature of the air that the paint is applied in. It has to all be the same all the time. The length of time the part has to flash off solvents, that it's in a radiant zone, and a convection zone, all are very critical.”

Everything has to be perfectly clean, from the part to the paint, along with the paint guns and hoses that deliver it. The air in the paint booth is filtered four times, and the temperature and

the part pass through what looks like a small blue flame.

“Most of your paint adhesion issues come around the edge of the part, that's the most difficult part to paint,” explains Richie Richards, the Kaphaem Area Manager. “We want to make sure that the paint adheres, by etching it with the plasma for better paint performance.”

From there, parts go through “raw wash,” where they're wiped down by hand. It's here where the importance of cleanliness rises to the fore, as even the smallest impurity can compromise the quality and durability of the finished paint.

MATCH MAKING

Harley-Davidson is known for the high quality of all of its finishes. Metal components often get the most attention, but it's every bit as difficult – and just as important – to get the paint on the plastic parts exactly right.

Because different surfaces have different properties, calling for unique paint

humidity are precisely controlled to ensure consistent application.

Anyone who steps into the clean room has to put on a special suit and stand in a sealed “air shower” for half a minute or so to blow off and suck away any dust particles that may be hitching a ride. There's even a long list of personal care products that cannot be worn inside, as certain chemicals in them can give off trace fumes that can interfere with the delicate paint processes or leave unwanted films on surfaces.

It may seem extreme, but it's because even the smallest contaminant can lead to a hidden problem, which in turn can lead to greater damage and shorten the life of the paint's finish. It's all “to make sure the customer sees a high-quality, consistent product on their bike, every time,” Statz says.

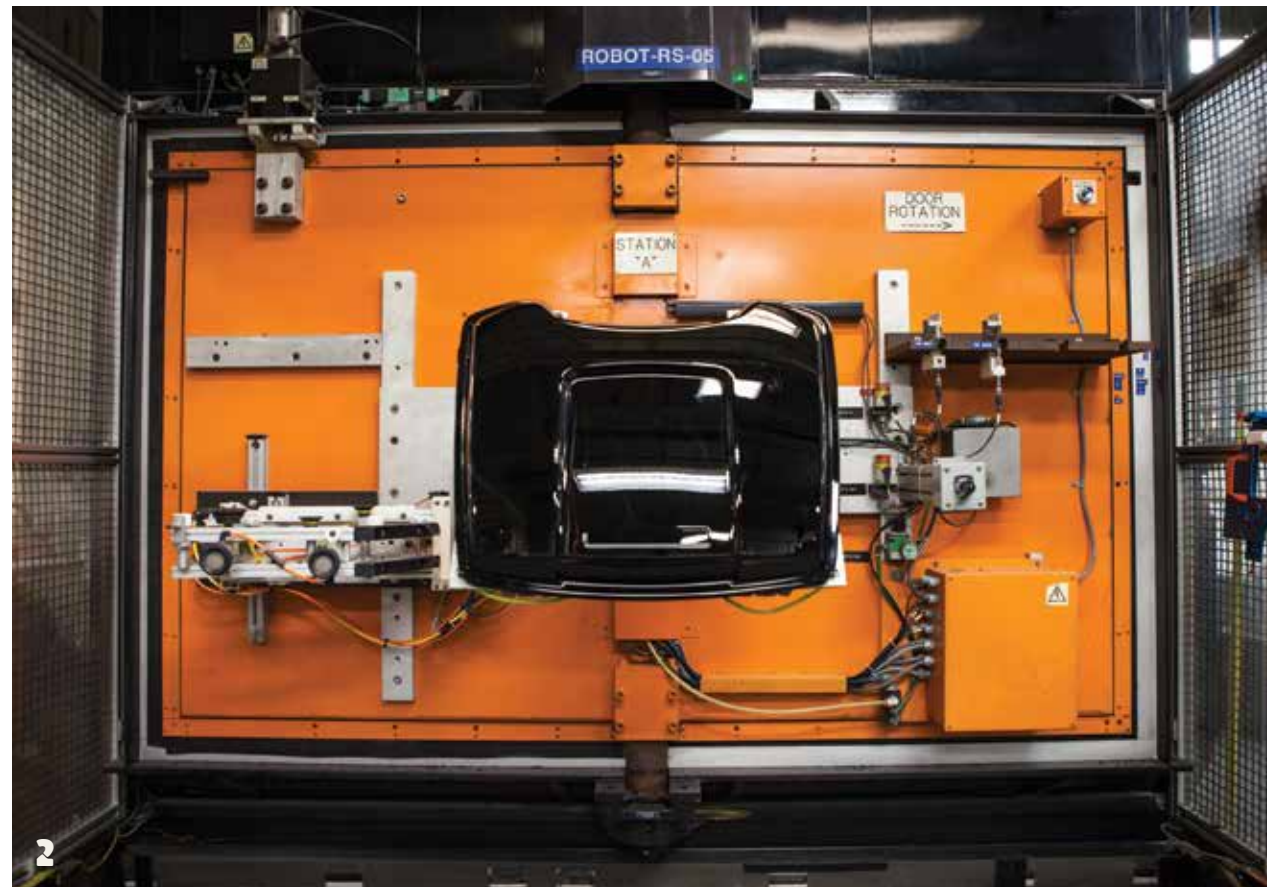
To ensure uniformity of appearance, paint is applied using electrostatic coating. An electric charge is applied to the paint particles so they uniformly cover the part for a great-looking paint job. This process also produces less waste by reducing overspray and improved transfer of paint only to the part.

One of the recent process improvements launched at Somo is a \$12-million





1



2



3



4

PLAYING THE PART

1 After the raw polycarbonate sheets are cut and molded, windshields are assembled by hand. 2 A Tour-Pak® lid awaiting paint prep. 3 Injection molding with style. 4 Saddlebags and lids make their way through the painting process at the Somo Avenue facility.

THE EXPRESSION “HARD-WORKING AMERICAN” IS NOT JUST A CLICHÉ HERE; IT’S ON FULL DISPLAY THROUGHOUT BOTH PLANTS ...

Not until the finished part meets these extremely rigorous quality standards is it shipped to the customer.

THE PEOPLE

As impressive as all the technology is, just as important are all the changes in the way the workforce operates – and the quality of the people who comprise it. As a large employer in a town of just 3,400, the Tomahawk facility has a larger than usual impact on the culture around it – and vice-versa. The expression “hard-working American” is not just a cliché here; it’s on full display throughout both plants, the pride taken in a job well done is obvious.

A majority of the workforce lives in Tomahawk, while others drive or ride in from surrounding communities. In the summer, the plants are surrounded by employees’ Harley-Davidson® motorcycles. In the winter, snowmobiles and ATVs often take their place.

The small-town setting gives everything a more “tight-knit” feel, Akoma explains. “I go out [on the floor] and talk to people about our kids because they’re classmates,” she says. “We’re not always talking about the work, we’re engaging on a personal level.”

Historically, Tomahawk has had one of the most dedicated workforces in all of Harley-Davidson, says Jeffrey “Wendell” Wendland, a 35-year Tomahawk veteran who now serves as the local union president. “Whatever we gotta do to load the truck, that’s what we’re going to do.”

With the advent of a new company-wide labor agreement, the plant is going through a period of transformation. Some new practices will increase the efficiency and flexibility of the workforce once they’re all in place, but will require plant employees to make adjustments in the short term. This isn’t always easy, but Wendland is confident that everything will eventually gel.

“It’s like if you got into your car, and suddenly the speedometer and the clock and everything were switched around,”

he explains. “It takes some getting used to. But they’re still giving 100 percent. I want everyone in the Harley world to know we’re still putting out the best product we can for the customer.”

The changes are largely centered around lean manufacturing techniques and the Harley-Davidson Continuous Improvement System, first introduced in 2009. One change is that more responsibility has been given to new “team leaders.” This is part of an “inverted triangle” approach, which empowers workers on the floor to have more input in factory processes.

In addition, employees are trained to perform a variety of operations at different stations, increasing staffing flexibility. In November, a new shift schedule (featuring four 10-hour days in a work week) will go into place that further increases efficiency and will help the plant match production to varying seasonal demands.

CULTURE COUNTS

Going hand-in-hand with the procedural changes is something called the Cultural Transformation Rollout (CTR). This 10-week training program is designed to help all employees better understand the reasons behind the changes and equip them to perform their best in a changing work environment.

“Adding that layer of support for our employees is of a great benefit to our operation,” Statz says. “We’re really excited about what we see and hopeful that with the engagement of our employees, who now have the ability to help come up with ideas and execute those ideas, we’ll see continuous improvement at a greater pace than we’ve ever seen.”

In the end, it’s all focused on one goal: to deliver the highest quality parts to Harley-Davidson customers in the most efficient and affordable way possible. And help make every owner as proud as they can possibly be of their Harley-Davidson® motorcycle. **HOG**



THE PHOTOGRAPHY *of* ADAM WRIGHT

Forcing It

Drawing heavily from his associations with a generation of **retro-style chopper builders** who emerged from the **Southern California surfing and skateboarding culture** in the early 2000s, **photographer Adam Wright's** style is deeply rooted in **classic documentary photojournalism**. His use of **film** and a simple **manually operated camera** are as much a juxtaposition against modern technology as the **minimalist choppers and bobbers** featured in his best known work, but it's Wright's ability to blend in and capture the **essence of the subject** and **the moment** that truly separates his images from most traditional **motorcycle photography**.

We first became aware of Wright's work through his Road Course project: a self-published magazine spanning eight issues that he produced from 2006-2010. We were reacquainted with it during Michael Lichter's Motorcycles Art exhibit at the Buffalo Chip in Sturgis this past August, where Wright was one of several next-generation motorcycle photographers whose work was featured.

HOG: How did you get started as a photographer?

Adam Wright: I used to be really into photography without even really knowing it could be [a career] for me. I was looking at mostly *National Geographic* and kind of being in love with the *reportage* style, the documentary thing. An ex-girlfriend bought me a Nikon camera, an entry-level one, and I just started shooting stuff. After six months I brought my slides into a local newspaper, and the editor told me, "Yeah, it's okay." And it kind of crushed me! But that night he called me back, and I worked for them for five years after that. Everything from portraits to pro basketball games to documentary photography. So I got to do everything there, and it was good training.

HOG: Do you have any formal training, or are you self-taught?

AW: I was self-taught. And it was funny, I didn't know how to develop film. I just kind of liked the image. I'm not really into the darkroom, I don't even really care about that, I don't have the desire. I would go and drop off my film at the paper, and I would say, "I have to run, will you do my film for me?" And after a month they caught on that I didn't know what I was doing! So somebody showed me how to develop my film, and by then I was on the team.



Opening spread: Max Schaaf jumping his knuckle in Oakland, California.

Clockwise from above: Jasin Phares in Oakland. Peter Longhair in Tidaholm, Sweden, with his amazing dual carb H-D® knucklehead. Jeff Decker, back in 2006, shooting the first *Road Course* issue. Nicke Svensson refueling his H-D shovelhead. Nicke riding his flathead out of Stockholm. Jimmy Andersson and Sebastian smoking after lunch in Tidaholm, Sweden.



HOG: You shoot in a very minimalist style, mostly black and white, and still using film, with a single camera and lens. Has that determined your style, or is it because it fits your style?

AW: I picked up that camera as soon as I could. Most of my heroes are documentary *reportage* photographers, like David Alan Harvey and James Stanfield, and most of them, a lot of them, use the Leica. It's really small, really tough, no batteries. The photographer has to adjust the camera to every light change. It's hard to use, but it's deliberate. You have to do everything or the picture won't turn out. It shows your mistakes. It's challenging and fun to me.





I couldn't force my photography on anybody. So I made my own magazine. Just forced it, what I thought a magazine should be, and they all sold out. I was really lucky.

HOG: How did you get started shooting motorcycles?

AW: Motorcycles are one of the things besides skateboarding that I was always into. I was shooting Jason Jessee [Jessee is a former professional skateboarder and chopper builder who appeared on episodes of *Monster Garage* —*Ed.*], and he was building good-looking choppers. I'd never really seen good-looking choppers before that. So I was shooting them the documentary way. I shot Max [Schaaf; another skateboarder-turned-chopper builder —*Ed.*], and shot a lot of the Sinners [a retro motorcycle club in SoCal —*Ed.*], but the motorcycle magazines wouldn't run the photos because it wasn't a [typical] shot of a bike. "We need a shot of the bike against the wall, like a three-quarter shot." And I had shots of guys pushing their bike out of the garage or riding it in front of where they work or working on it. And no one would use it, man! I couldn't force my photography on anybody.

So I made my own magazine. Just forced it, what I thought a magazine should be, and they all sold out. I was really lucky. And it seems like the magazines now are more into running the documentary stuff. So I'm just glad I could kind of make a difference. ➔



Clockwise from above: Jasin Phares hand drag in Oakland, California. Max Schaaf behind an American flag in his garage, Oakland, California. Trevellen Rabanal in his garage, Los Angeles, California. Shinya Kimura in his garage, Azusa, California.

'That's kind of what I've done before. Show people the stuff they don't get to see.'



HOG: You've said that whatever you're shooting, whether it's behind the scenes at a NASCAR race or a corporate CEO, you're focusing more on the people and their environment rather than on what the traditional photographer or viewer sees as what the picture should be.

AW: Yeah. I don't even really like to think about it until I'm right there in the mix, but it could be anything. And with there being such a traditional way to shoot it – if you look at most magazines, they're kind of all the same – I like going in there and having this kind of free access to the stuff no one's shooting. Which are the moments before the race or someone who's in so much concentration that they're not even looking at their wife. You know what I mean. The serious sort of ... they're next to their wife in the trailer, and they're not saying anything, they're just staring at the walls. Maybe because of the danger of the sport, or just ... who knows? That's kind of what I've done before. Show people the stuff they don't get to see.

Clockwise from above: A young Natalie Cottrell driving her Cougar, La Selva Beach, California. Sebastian working in the Jokers clubhouse in Goteborg, Sweden. Rikard Beglert and Andreas messing around in Sweden.



HOG: You have to build trust to get that access, to be that fly on the wall. That's the classic element of the reportage style. The photographer is in the moment, but he's not part of the moment, right?

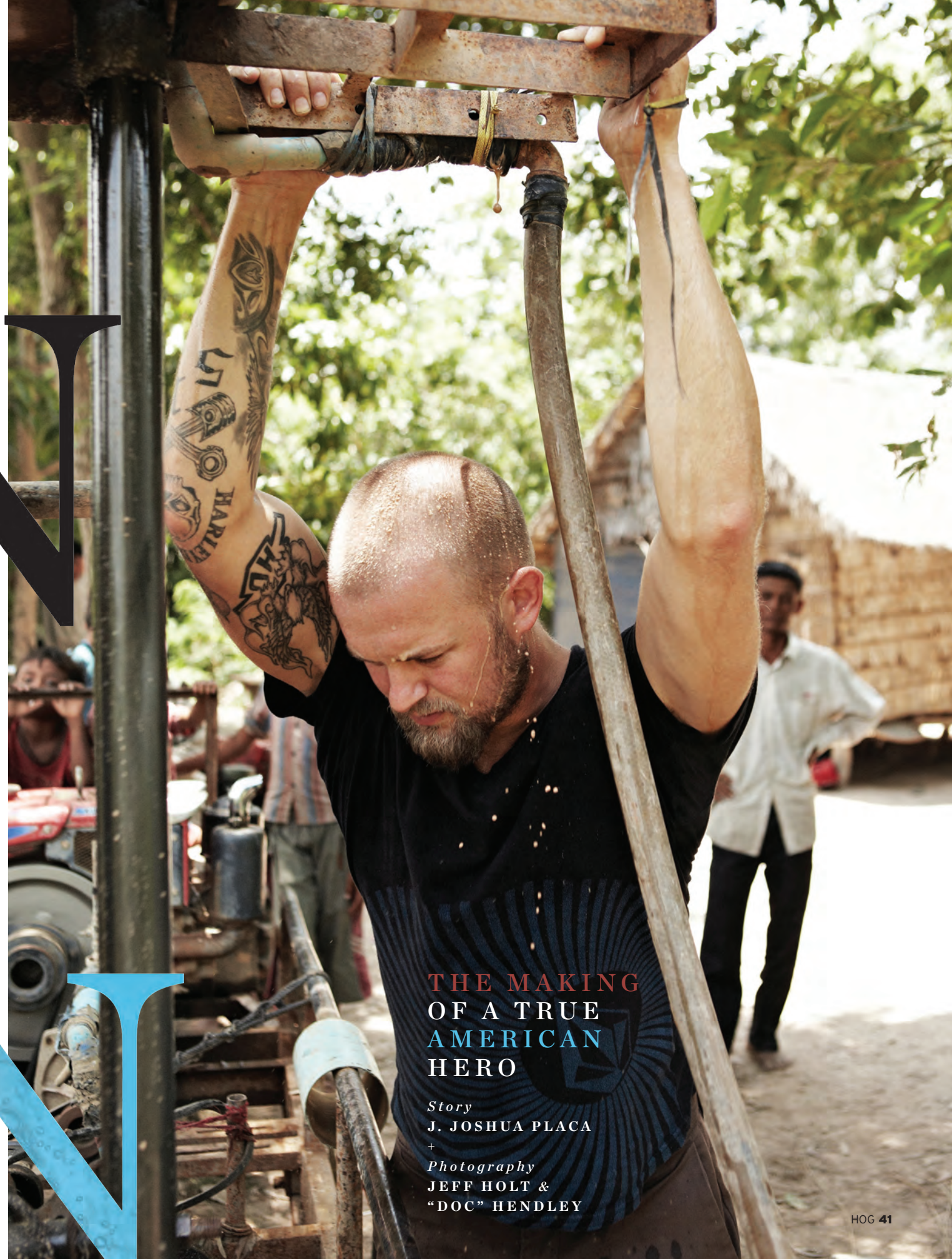
AW: Yeah. I don't try to be a part of the moment, but if it works out that way, that's cool. Like I said before, my skill has always been either getting the trust with not just normal people but with important subjects that I really want to shoot. Either getting the trust; or if there's not enough time to get their trust, being tough enough or sincere enough to not need the trust and still get my shot. There are many better [technical] photographers than me, but I would put myself up with anyone in the world

with getting in with the subject and getting intimate shots. Whether that person is a drug dealer or the CEO of Motorola. I can get in there and knock out documentary shots, no problem. I wish there was more money with that skill! But what are you going to do? [laughs]

HOG: So what are you working on these days?

AW: I'm not going to tell you exactly what I'm doing or else it will get done by somebody else! But I've got some racing projects lined up ... I'm such a blessed guy for being an outsider and even getting any work at all. And I get dream gigs whenever I get gigs, so I can't complain. ☺☺

MIS- SION- ARY MAN



THE MAKING
OF A TRUE
AMERICAN
HERO

Story
J. JOSHUA PLACA
+
Photography
JEFF HOLT &
"DOC" HENDLEY

Turning wine into water, one well at a time.

JUST A FEW YEARS AGO, H.O.G.® member Dickson “Doc” Hendley was just one of us, rolling from place to place on his '95 Heritage with no particular direction or purpose except finding a good time. The then-24-year-old took classes at North Carolina State, mostly to reassure himself he wasn't squandering each one of his brain cells to the biker life. He was an underachieving bartender slinging drinks out of a dive near Sanford, North Carolina, throwing down shots of misspent youth like a fraternity pledge. Just five years later, he earned a coveted spot on the 2009 CNN Heroes list.

Something happened to change his course. The sobering advice of a close friend and his own moral compass sent him down a different road. Hendley was haunted by a clawing need to do something worthwhile with his life. There were many charitable causes to consider, but Hendley felt driven by a calling he can't explain. Ignored or unknown to much of the Western world, a staggering number of people in undeveloped nations experience deadly shortages of clean drinking water, causing more than 3.5 million fatalities per year from contamination and thirst, according to the World Health Organization. States Hendley, “Some 80 percent of all sickness and disease worldwide is related to dirty water. It kills more children than war, malaria, HIV/AIDS, and traffic accidents combined.”

In 2004, Hendley – now 33, married, and the father of two young boys – founded Wine to Water, a nonprofit organization working to provide pure water for people in need around the world. His book *Wine to Water: A Bartender's Quest to Bring Clean Water to the World* recently hit bookstores.



It chronicles the life-and-death struggle to help countless villagers outside of Darfur, Sudan. At present count, Hendley estimates 100,000 people have been saved, but there are millions to go.

The brutal politics of water in underdeveloped nations – such as Sudan, Haiti, Uganda, and Cambodia – is the story of tribal warfare; genocide; poisoned wells; valiant villagers; and government-sponsored militia, basically sanctioned henchmen who freely operate outside the law. This once-itinerant biker, whose biggest worry was missing the next bar bash, has lived the desperate life of the people he has saved. Hendley has built or repaired wells for civilians caught in war zones, providing clean water where there was none. He's

had AK-47s pointed at his head, been shot at, and seen comrades die. Hendley learned that being a humanitarian aid worker doesn't make you bulletproof; if anything, it puts a target on your back. He has found at least some of his courage, he says, through motorcycling.

HENDLEY, affable with an easy laugh, looks like he just walked off an episode of “Sons of Anarchy.” He bought his first Harley-Davidson® motorcycle at age 17, quickly becoming a poster boy for the lifestyle, spending most of his youth “just trying to be John Wayne on a Harley.” He spent three months rolling around the West and Northwest on his Heritage, camping on the side of the road or accepting the hospitality of local bikers. This journey, as long rides tend to do, changed him.

“Honestly, I was on a pretty destructive path,” recalls Hendley. “I had a lot of issues to deal with and didn't know how to do it in a healthy way. Jumping on a bike and getting away really helped me heal. I needed the freedom of the open road. I didn't really care about getting back to NC State; I didn't have to get to no one or nothing. I had no clear destination.”

Turns out, Hendley's destination rode with him the whole time, taking a long, cathartic ride that led back to the only place it could: himself. “My mom was worried I wouldn't come back, ending up »



dead or in prison. She thought the trip would make me even more crazy, but instead I came back never feeling more calm and focused."

The man who would risk life and limb to bring clean water to people he didn't know on a continent he's never been, experienced a gradual epiphany. "Everything I was doing was controlled by someone else. I was told for years what to do and when, but the trip proved I could enjoy and appreciate life on my own, break free, and be my own man. It gave me a different perspective: I felt liberated, and was able to work out my anger and issues."

Buried just beneath the surface like an underground spring, Hendley had a cause inside him. Like most who are somehow driven by an inner calling, they can't rest until the cause is complete. "Wine to Water was able to come out of me from that new sense of freedom," says Hendley. "On a bike, you can experience the country in such a unique way that it changes you. When so much of you is involved in the ride, you're completely engaged; there's no multitasking, only heightened senses

travel halfway around the world and straight into the jaws of such extreme civil strife? "I think there's something all die-hard bikers have in common. It's something that gets in our blood long before we ride our first motorcycle. It's a passion, a taste for adventure and freedom; it's a calling," remarks Hendley.

"I was always a trouble-maker growing up, especially in school," he adds through a distinct Southern accent. "Not so much because I was a mean kid or anything, but because I couldn't stand the suffocating structure that came with the educational system. I skipped school as much as I could and did just enough work to get by. I also spent a lot of my childhood roaming the woods and camping out alone, so being by myself, and craving independence and the open road, was something I reckon I was born



having big ol' hearts. You probably won't find many riding clubs out there, even the one-percenters, who don't still do rides for children's charities or raise money to help people in their communities."

Hendley's current daily ride is a 2006 Road King® Classic FLHRCI, which he uses whenever possible to attend Wine to Water fund-raisers and speak to university audiences around the country. Some 50,000 bike-miles later, he's in the planning stages of annual Wine to Water rides to raise awareness and cash for the cause.

Hendley's organization is now working in Haiti, Cambodia, Ethiopia, Sudan, Uganda, Guatemala, Peru, and Colombia, while setting its sights on Syria and Jordan. "Africa is tougher because of the weather, the droughts are getting worse and lasting longer. If the populations keep growing and the weather gets dryer, one day we'll have to figure something else out. We hope to provide clean drinking water to more than one million people within the next two years. And I hope that along the way to accomplishing that goal I can still put a ton of miles on that Road King." **HOG**

To learn more about Wine to Water or make a donation, visit www.winetowater.org.

"I had a lot of issues to deal with and didn't know how to do it in a healthy way. Jumping on a bike and getting away really helped me heal."

and instincts. It keeps you sane and, for me, it feels like a spiritual experience."

Hendley was done honing his "mysterious loner-guy on a Harley image," and getting a passing grade now and then at college. Soon after his odyssey he hosted a series of wine tasting events to benefit clean water projects, creating an entirely new charity. Unknown to Hendley at the time, the real ride had just begun.

WHAT GAVE this young motorcyclist the courage and grit to

with. When you take a guy like me and put a Harley between his legs, you open up whole new world of possibilities.

"So I guess to answer your question, yes, I think being a true biker prepared me for a lot of crazy things. To me, Darfur was more than just a crazy war zone, where millions were fleeing a government-sponsored genocide; it was a new adventure and a chance for me to help someone else all at the same time. You'll notice, as well, a lot of bikers carry the attributes of being confident, rowdy, and rough around the edges, besides

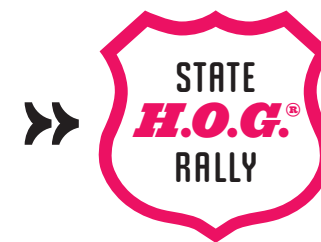
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RIDING GEAR



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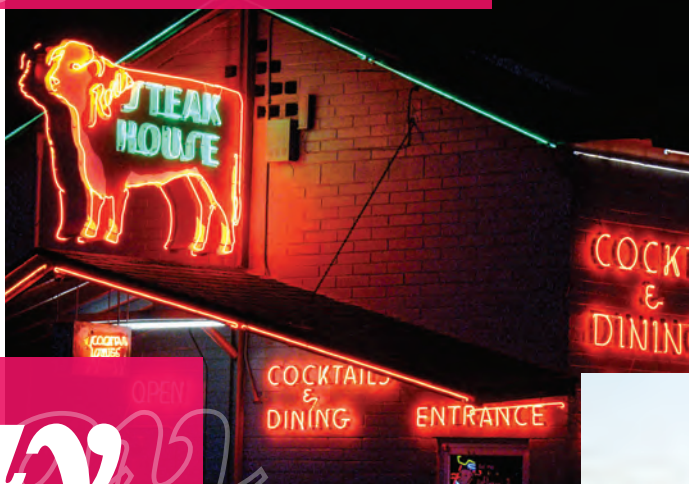


Mayhem

I often wondered what it would be like if motorcyclists actually took over a town, something similar to what happened on a sultry July day some 65 years ago in California. In 1947, Hollister, population 4,500, was suddenly thrown into the national spotlight thanks to the alleged lawless and reckless hooliganism of a few bad bikers just out to have a little fun.



Takes



Williams, Arizona is a bit smaller now than Hollister was then. Some 500 motorcyclists descended on the old Arizona logging and fur trapping camp, a little less than the leathered, chained, and unwashed 750 or so who invaded Hollister. The stage, I thought, was set for a good, old-fashioned marauding.

Shenanigans were sure to burst out everywhere about town. A little street racing here, some mischief and mayhem there. Decent church-going townspeople averting their eyes, while women hid their children behind their Sunday dresses. You know, the usual psycho-biker stuff depicted so accurately in movies like *The Wild One*, *The Wild Angels*, *The Born Losers*, *The Glory*

Stompers, *She-Devils on Wheels*, and other classics of the '60s silver screen that we owe our everlasting image to.

But there would be none of that – not one little bottle-breaking bit. Like Hollister, any notion or reports of uncivil disobedience were greatly exaggerated. There were no contributions to outlaw stereotypes this go-round, no published reports of dirty bikers taking over the town, not even the quietest rumor of a riot or rampage.

No one popped drunk on a bike engulfed in beer bottles for a shot taken by Barney Petersen of the *San Francisco Chronicle* (a shot, which, by the way, did not run in that newspaper. The now-famous photo instead ended up in *Life* magazine and changed motorcycling forever).

No one popped wheelies down Main Street (better known as Route 66), mass arrests were not made, and clubs like the Boozefighters, Market Street Commandos, Galloping Goose MC, or even the "Sons of Anarchy" did not show up. No Marlon Brando-types have been tapped to play the lead in an outlaw biker flick emulating what people would like to believe happened one summery weekend in Williams. Word on the street, though, says Mickey Rourke wants the part.

"The motorcyclists weren't doing anything bad, just riding up and down whooping and hollering; not really doing any harm at all," said one anonymous Hollister eyewitness back then, in regard to the sensationalized hullabaloo. »

a Holiday



Arizona State H.O.G.® Rally Reclaims Route 66
Story & Photography by J. Joshua Placa



STATE H.O.G.[®] RALLY



H.O.G.[®] at Home

Harley Owners Group[®] was formed, in part, to give like-minded, like-branded riders a sense of belonging without the club hassles, stereotypes, and politics. This was their club, with local chapters across the state, nation, and even the world. In Arizona, Williams is a H.O.G. favorite.

The rally has moved around the state, but always seems to return to the historic mountain town, reconvening here for a record tenth time. Founded in 1881, the town is named after one of its woolly settlers, mountain man Bill Williams.

Riding past its handmade brick and clapboard buildings, I got the feeling Norman Rockwell might be hanging around, leaning up against a well-ridden

Flathead, waiting for the next staged Western shootout, admiring the period architecture, maybe planting his easel on the corner of Third and Main.

According to a spokeswoman for the Williams Chamber of Commerce, "I think H.O.G. likes our small-town hospitality, and bikers are very welcome here. They also like being on Historic Route 66, the motorcycle-only designated

parking throughout downtown, and, of course, all the great rides. We roll out the red carpet, and they pretty much have the run of the town."

At a time when many motorcycle rallies across the nation are finding their host cities less and less hospitable, Williams feels like home. The town is helpful and authentic; there's a laid-back and intimate feel that put me at ease. There's this creeping greed elsewhere, where enthusiasts are too often treated like nothing more than commercial revenue and traffic ticket fodder. This old boomtown, about three-and-a-half hours northwest of Phoenix and 30 minutes west of Flagstaff,



appears to understand motorcycling is made of people just like them.

Williams was the last town in America to submit to the Interstate bypass. It stubbornly fought the highway, relenting only when the feds agreed to provide no less than three exits to the tiny town. It seems like there's no better place to hold a biker rally than this rebel outpost. H-D's classically styled motorcycles couldn't be more at home or in a better place to ride away.

The Grand Canyon is less than an hour's putt north from Williams. Within a one- to two-hour ride from Williams, which sits in the middle of the biggest ponderosa pine forest in the nation, is the lively college town of Flagstaff, spectacular Oak Creek Canyon, the red rock wonderlands of Sedona, and the old copper boomtown of Jerome. Further northeast is Monument Valley and the great Navajo Nation, the country's largest Native American reservation. The haunting Petrified Forest and parts of the vast Painted Desert can be reached in less than three hours.

At an elevation of 6,800 feet, late spring offers almost ideal conditions. For the rally, temps were in the 80s, with low humidity and a soft breeze that sometimes picked up to blustery. The event celebrated Arizona's centennial by giving away free bags of commemorative swag at its annual bike games. There was also a free poker walk, guided and self-guided tours, a poker run, bike show, street dance, and a stirring bike parade that could bring a tear to the most grizzled eye. Wild Bill Hickok himself would have felt right at home here, thrown down his bedroll, played a little faro, and maybe sought a more charmed end. **HOG**

The 2013 Arizona State H.O.G. Rally will be held in Yuma, October 24-26. For more information, visit www.azstatehogrally.com. For more on Williams, Arizona, visit www.experiencewilliams.com.



in Saturday afternoon, but offered no concern to law enforcement or citizenry, leaving the peace undisturbed.

"It was pretty exciting. The main street was blocked off, and the whole town was motorcycles all over the place," said John Lomanto in 1947, according to published reports. Lomanto belonged to the Top Hatters, a local club, and rode a '41 Harley[®] motorcycle. Not much has changed. "This is such fun," said Cheri, who was visiting from Vancouver with her husband in 2012. "We were in Phoenix, but when we heard about the rally we rented a Harley and rode right up. There are bikers everywhere; this is so cool."

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Taming the Talimena Trail

A memorable - and very affordable - 600-mile run through Texas, Oklahoma, and Arkansas.

BY KATHARINE ISBELL

THE CHALLENGE OF MAKING A \$100 RUN is one I've been wanting to try, so when a friend proposed a quick overnight trip to Mena, Arkansas over the Talimena Trail returning to Dallas through Longview, it seemed the perfect opportunity.

My husband on his 2009 Street Glide® and me on my 2007 Nightster® met our friend Lance on his brand-new Road Glide® at the Harley Davidson® dealership in Allen, Texas, and we got on the road. Sadly we didn't even leave the Lone Star state before we had to stop in Sherman to eat!

Lance had never ridden the Talimena Scenic Drive, which runs 54 miles over the ridges of the Ouachita Mountains connecting Talihina, Oklahoma with Mena, Arkansas. It's a fun road with lots of twisties, sweepers, and fabulous views. There are many historic sites and scenic overlooks along the drive. If you stopped at each one, the ride could take all day! Close to Dallas, it's a great destination no matter what the season. However, deer and black bear can be a hazard.

We went straight up through Atoka, Oklahoma and then turned east on 43 to Talihina, where I topped off again since I have a peanut tank. It's advisable to start the Talimena with a full tank of gas, as there are no gas stations. Nothing ruins a ride like worrying that you're going to run out of gas! It's hard to see the natural beauty through all that stress.

With Lance in the lead, we stopped at a few of our favorite overlooks: Kiamichi Valley Vista, Grand Vista, and Panoramic Vista. All of the turnouts are well marked and paved; just be careful pulling back onto the Talimena because it's popular with bicyclists and motorists too.

In Arkansas, the Talimena passes through Queen Wilhelmina State Park, which is home to the Queen Wilhelmina Inn, where you can take a perfect picture of your ride in front of the old steam locomotive. Unfortunately, the inn is currently closed for renovation and will reopen in 2013. However, the campground, public restrooms, and children's play area are still open.

We pulled into Mena around 6PM and went to the Chopping Block, a steak house located on Highway 71. Be warned, Mena is located in a dry county, and the closest package store is 45 minutes away. If a cold one at the end of the ride is your style, plan ahead!

We stayed at the Executive Inn on Highway 71. The owners are biker friendly and provide good basic service along with bike towels. Even more budget-minded is the Christian Motorcycle Association's campground south of town. It has great facilities that are open to all, not just CMA members.

The next morning we ate at the Skyline Cafe, the place for breakfast in Mena. Full of old-timers and feisty waitresses, it serves basic country cooking at great prices. I love pancakes, and they have some of the best - light and fluffy - the kind you can't cook at home.

Then we were back on the road for the 200 miles to Longview. We returned to the Talimena Scenic Drive, enjoying the early morning solitude of the road, cool temperatures, beautiful views, and excellent riding conditions. We cut south on 259, which bisects the Talimena at about the halfway point. On 259, you hit some wonderful twisties as the road curves, dropping in elevation. Once you get to Smithville, 259 levels out and pretty much runs straight into Texas. However, you will pass my favorite place in the world for pulled pork sandwiches - CJs Corner Store. I was still full from breakfast, but my husband couldn't resist and got one to go. I had to have a bite, and it was just as good as I remembered. Believe me, that sandwich was so thick that it kept us going for the next 150 miles!

Several stops later, we found ourselves in Longview at the Brewery, attending a biker event to raise money for children. Free food at the event really helped me keep the trip under \$100! I tried to give back and bought a raffle ticket for the cause. Finally, we headed into the setting sun toward Dallas. Of course, there were a couple more rest and gas stops on the way, but I completed my \$100 600-mile ride with a few dollars to spare. [BOB](#)

THE BOTTOM LINE

GAS	\$42.25
FOOD	\$27.68
LODGING	\$22.80
RAFFLE	\$1.00
TRIP TOTAL	\$93.73

AUTH # : *****
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Aspen Glow

THE H.O.G.® CHAPTER I BELONG TO, PIKES PEAK CHAPTER, has an annual poker run that in a single day leads riders over five passes with an elevation of 10,000 or more feet, as Glen Abbott wrote about in *HOG*® issue 017. But the “5-in-1 Run” isn’t the only memorable ride our chapter takes each year. This picture was taken during another chapter ride heading south on Highway 149 toward Pagosa Springs, Colorado. I was riding with my girlfriend, Jackie, who loves to ride on our 2010 Ultra Classic®. Together, Jackie and I have racked up more than 17,000 miles touring the Colorado back roads in just the last three years. It’s a beautiful state with an unlimited supply of scenic roads and picturesque views.

MARTIN ALLRED

COLORADO SPRINGS, COLORADO





Road Trip Rookie

My daughter Jackie has been riding with me since she was 7 years old. Now that she's 14, it was time for her first road trip: from our home in Colorado to the Black Hills of South Dakota on my 2011 Street Glide.® We stopped at the Tatanka Hotshot Base in honor of the top Forest Service firefighting crew who trains there and because it made a great photo. We saw a lot of attractions there, as well, including Mount Rushmore and Main Street during Sturgis Bike Week. It was a great 1,200-mile, five-day road trip before she went back to school.

BOB IKOLA
BAILEY, COLORADO



Unparalleled Adventure

After receiving our 2012 H.O.G. *Touring Handbook* last winter, I saw on the map of Canada a town named Yellowknife, Northwest Territories. When I showed my wife, Jan, that there was a Harley-Davidson® dealership there, she said, "Let's go!" We left Indiana on June 23 and arrived in Yellowknife six days later. We really enjoyed the country's sights, and the Canadian people were wonderful. We even stayed an extra day in Yellowknife so we could celebrate Canada Day on July 1 with our new friends. The return trip was just as much fun. We rode through Glacier National Park and took in some of the most beautiful sights in the United States. We're looking forward to the 2013 riding season, but this trip may be hard to top.

BILL KIRBY
PENDLETON, INDIANA

Skunked

During Sturgis Bike Week I was trying to get a picture of my wife, Cindy, and our new CVO™ Road Glide® – which I call "Skunk" because of the paint scheme – without any other bikes in the photo. I thought I had succeeded with this picture in Spearfish Canyon. But three weeks later, while looking at the photo, I noticed another '12 CVO Road Glide "Skunk" coming around the corner. As I only saw two or three "Skunks" during the week, I was totally surprised to catch another one in my photo!

KEVIN LAFFEY
LENEXA, KANSAS



Windows to the Soul

I have been riding since I was 12, but I didn't own a Harley® motorcycle until 1991, when I bought an FXR Low Rider.® Later I bought a 1994 Dyna® Wide Glide®; then a 1995 Road King®; and then in 2007, a 2005 CVO Screamin' Eagle® Electra Glide®, as the kids were grown, and touring was on my bucket list. Every year since 2008, my buddies and I have gone on a long road trip. This year, we took a 16-day, 4,400 mile ride up the West Coast and into the Canadian Rockies. Our wives and significant others joined us on Day 3 in Portland and stayed with us for eight days through Lake Louise, Alberta, Canada. It was our best trip yet by far, and I can hardly wait for next year's adventure.

KEVIN LANDRY
CORONA DEL MAR, CALIFORNIA





In Remembrance

On September 11, 2012, a group of nine Kansas firefighters took off on a 343-mile journey to honor the 343 FDNY firefighters killed on 9-11. Starting in Junction City, we rode through small towns like Herrington, Council Grove, and the famous Cassidy, Kansas. All along the way we stopped at firehouses to speak with fellow firefighters about 9-11, and what it meant to their department and community. Listening to how each department paid their respects, bringing

their small community together to remember that fateful day, was absolutely priceless! Our trip concluded at Junction City firehouse #1 (pictured here), 10 hours and 343 miles later. I can honestly say after our wonderful journey that we will NEVER FORGET!

CAPTAIN WES HILL, FORT RILEY FIRE DEPARTMENT
SALINA, KANSAS



Flying High

My wife mails my HOG® magazines to me in Afghanistan, where I fly a UH-60 Blackhawk helicopter. Since I'm not home to ride my 2008 FLHX, the magazine has allowed me to remember the freedom of riding. But soon I'll be home from this deployment, and I can hardly wait to roll on the throttle and watch the miles go by. Many thanks to Harley-Davidson and H.O.G. for their support of the military!

CLAYTON PICKLE, CW2, UH-60 PILOT
MADISON, MISSISSIPPI



Honor Rider

My 2003 Screamin' Eagle® Electra Glide "patriotic" Harley-Davidson motorcycle is a rolling tribute, expressing my support to the men and women who serve our country in uniform. It's dedicated to those who perished or never returned from the Vietnam War. I have ridden my Harley-Davidson to Washington, D.C. for Memorial Day on several occasions, and visited The Wall to pay my respects to my brothers and sisters lost in combat. We will never forget that we served with honor, and fought for the freedom and ideals that make our country free.

FRED RIVERA, U.S. ARMY, 5TH INFANTRY DIVISION ('68-'69)

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Crowded Mountain Top

This summer I knocked two great rides off my bucket list. In July, my friend Steve Getz and I rode to the Colorado Rockies and spent five days riding twisties, switchbacks, and sweepers. The photo is us at the top of Mount Evans, the highest paved road in North America, along with other friends. In September, Steve and I rode to the top of the Appalachian Mountains via Skyline Drive and the Blue Ridge Parkway. From there it was on to the Tail of the Dragon. These two destinations resulted in 6,000 miles of great summer riding.

JIM ANDREWS
TROY, MICHIGAN



HOG issue 017 mentioned Route 30 in the Adirondacks of New York (Page 20) and Loveland Pass in Colorado (Page 48). My wife, Denise, and I have ridden both. Because of where we live in New York, we ride Route 30 often on my 2001 Fat Boy®. We also recently returned from a two-week vacation visiting my son and his family in Aurora, Colorado, where I rented a 2010 Street Glide for a week. Of the 1,100 miles we logged, Loveland Pass was one of our favorite rides. We also rode Mount Evans; it was 98 degrees at the bottom and 36 degrees with snow, hail, and rain at the top!

PAUL GLADUE
PLATTSBURGH, NEW YORK



The decades of the 1960s and '70s were great fun – or so I'm told. In any case, I survived those years and am now deep into the '60s myself. But these days a "trip" means a "magic carpet ride" on my 2008 Road King to some exotic location. "Getting high" means riding to the summit of Mount Evans in Colorado – as high as you can get on a paved road in the United States. Riding through the mist and clouds, and confronting a mountain goat on the road made it a real "Magical Mystery Tour." Not only was it "cool," it was downright cold. Being able to remember it all – priceless.

GLENN "CHUCK" WESTOVER
FLORISSANT, MISSOURI



SEND YOUR SUBMISSIONS for Enthusiasts to hogmagazine@harley-davidson.com. Be sure to include high-quality photos, as well as your name, address, phone number, and e-mail address. You can also mail submissions to Enthusiasts, c/o *HOG* magazine, P.O. Box 453, Milwaukee, WI 53201.

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Rise to the Occasion

Wearing the same logo as the limited-edition 2013 H-D® motorcycles, the Harley-Davidson® 110TH Anniversary Genuine MotorClothes® Collection commemorates the occasion.

Leather Jacket

CONSTRUCTED from cowhide leather, the women's 110TH Anniversary 3-in-1 Leather Jacket features special Anniversary details, including embroidered graphics and logo, a leather patch on the lining, and custom hardware. The removable hoodie has extended cuffs with thumbholes and embroidered graphics, and can be worn separately. For riding comfort, it features four zippered air vents, action back, power-stretch side panels, and body armor pockets at the elbows and shoulders.



Back

Front



Outerwear Jacket

WEARING a commemorative patch, label, embroidery, and hardware, the men's Outerwear Jacket rolls into 2013 with style. It's made from water-resistant CORDURA® fabric, with a lightly padded back waist, action back, and zippered cuffs.

Half Helmet

THE GLOSS-BLACK men's 110TH Half Helmet is decorated with the Anniversary medallion on the front and includes 3M® Scotchlite® Reflective Material for increased reflectivity. It also features embroidered graphics on the zip-off neck curtain.



Collectibles

MANY ACCESSORIES will commemorate the 110TH Anniversary, including collectibles like the Anniversary Glass Ball Ornament and ceramic Anniversary Hog Bank.

FOR MORE INFORMATION about the H-D® 110TH Anniversary Genuine MotorClothes® Collection, go to h-d.com or visit your local H-D® dealer.



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Remote Capability

Tomahawk is off the beaten path but right on track – for more than 50 years.



The “North Woods” of Wisconsin is not a place you would expect to find a high-tech fabrication plant for a global manufacturing corporation like Harley-Davidson. So why is the Tomahawk Operations facility up there? It’s simple, really: Because Harley-Davidson faced a growing demand for fiberglass components, and Tomahawk could help meet it.

Beginning as the tiny Tomahawk Boat Manufacturing Company, the plant was purchased by Harley-Davidson in 1961 to produce fiberglass saddlebags and other accessories. Until 1965, the plant continued to produce boats under the ownership of Harley-Davidson. Among the early duties of a young new designer named William G. Davidson was to design the interiors of the Tomahawk Boats, then produced under the Harley-Davidson name.

With the rising popularity of fiberglass components, the “new” facility would play an important role – and not just producing motorcycle components and boats. Almost immediately Tomahawk began turning out bodies for the all-new Harley-Davidson® golf car. Over the course of their 20 year tenure, golf cars were available in gas and electric models, in both three- and four-wheel designs. Details such as holders for beverages and scorecards were not overlooked, helping make H-D® golf cars an industry standard and market share leader. For a time in the 1970s, H-D golf cars were even the preferred choice at Camp David, the famous retreat for U.S. presidents. More importantly, many Harley-Davidson dealers found selling and leasing golf cars highly profitable.

Lesser known are the Harley-Davidson snowmobiles. For much of Harley-Davidson’s history, the highly seasonal nature

of motorcycle sales meant an expected downturn in revenue during the winter, and snowmobile production was introduced to help stabilize demand throughout the year. Engine cowlings were manufactured at Tomahawk, with final assembly taking place first in Milwaukee, then in York, Pennsylvania in 1972. The sleds were available in 398cc and 440cc displacements, complemented by a small line of accessories and apparel. After only three years on the market, the snowmobile line was discontinued so as not to compete with the “Ski-Daddler” produced by AMF, Harley’s parent company at the time.

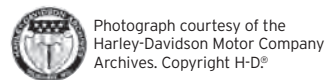
Golf cars and snowmobiles were not part of an AMF product strategy for Harley-Davidson. In fact, the golf cars preceded AMF’s presence by more than seven years, and the snowmobile was in development before the 1969 merger. AMF’s influence on Harley-Davidson products was more engaged with the motorcycle product line.

But with the demise of golf cars and snowmobiles, Tomahawk’s relevance did not decrease. Over the course of the 1960s and ’70s, Harley-Davidson became the gold standard in the touring motorcycle market. With use of the lightweight, adaptable, and well-constructed hard saddlebags and Tour-Pak® becoming the only way to tour, Tomahawk’s focus changed considerably. The early 1970s had also seen the rise of the now signature bat-wing fairing for Electra Glide® models. Originally an accessory, the bat-wing became available factory equipment on Electra Glide bikes beginning in 1971.

Popularity of touring boomed through the late 1980s and ’90s, which led to new-and-improved luggage pieces and other accessories, such as fairing lowers. Windshields, once an accessory of the 1960s, are now produced in numerous original equipment (OE) variations, as well as accessory offerings. In addition, sidecar bodies were produced out of Tomahawk from 1967 until model year 2011, when the introduction of the Tri Glide® motorcycle led to a decrease in sidecar demand.

In recent years, production at Tomahawk has shifted from fiberglass to plastic. Early fiberglass parts had a rough, pebbled look. It was unthinkable to finish those components in the same color as gas tanks and fenders coming from the Milwaukee or York factories. Today, plastic accessories appear right at home on stock motorcycles, with cutting-edge processes and technologies producing top-quality finishes and exact color matches that meet and exceed the exacting demands of Harley-Davidson owners around the world.

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TO READ MORE ABOUT the Tomahawk Operations facility as it is today, see the feature on Pages 26-31.



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Harley Means Freedom in Any Language

Riding common ground on the other side of the world. **BY MARK-HANS RICHER**



IN AUGUST, I RODE A HARLEY-DAVIDSON® STREET GLIDE® ACROSS THE TIBETAN PLATEAU. I rode it in deep gravel and sticky mud, through pools of water of unknown depth, across pavement warped like a skateboard ramp, and to altitudes over 16,000 feet. I rode it while my gasping lungs ignited the fuel of the many yak products in my body. It was an epic ride, the ride of a lifetime, and it kicked off our H-D 110TH Anniversary year. And it taught me things about you, about me, about Harley-Davidson - and about yaks.

We started in a Chinese city I had never heard of: Xining - whose three million people had never heard of me either. It was my privilege to ride with some excellent characters - among them four new Chinese Harley-Davidson dealers and another American - who shared a love of adventure, if not a common language. For 2,000 kilometers across the Tibetan Plateau to Lhasa, Tibet, we shared a spirit I might call "Screw It, Let's Ride," if only I knew the Chinese word for "ride."

We traveled one road all the way to Tibet, what we called the Route 66 of the Tibetan Plateau: Road 109. Our progress was marked by hundreds of small white roadside tombstones carved with red painted characters designating "Tibet" and the total kilometers we had traveled.

Throughout the five-day ride, we experienced the magnetic effect of our beautifully dirty Harley-Davidson motorcycles. Locals jumped out of cars and carts with camera in hand, or fast-walked out of villages or through town squares to gather around us. Whether they were soldiers snapping photos from a passing convoy or local police who just wanted to sit on our bikes, all were welcoming, curious, and happy. They were just people, loving Harleys.

During the ride, I wore a custom black leather jacket. At the pinnacle of 16,500 feet, where our crew stopped to enjoy the incredible panorama of melted glacial pools blotting the broad landscape below and reflecting the intense high-altitude sun back into our shades, we learned that a local custom at this highest point of the road was to repaint the red Chinese characters in the rock marking this stop. On a whim, I asked a Chinese man to use his red paint to write something on my jacket that expressed his thoughts about Harley-Davidson. I pointed at the bike to make sure he understood. Then I held out my leather sleeve as he carefully painted the word "freedom" in Chinese characters in thick red strokes of paint (I double checked later to make sure it didn't say "idiot"). I let the paint dry in the mountain wind as we rode on toward Lhasa.

Days later, I stood before the mystical Potala Palace wearing that jacket and reflecting deeply on what I had learned during the ride.

I learned that Harley-Davidson pulls people and cultures together, that during the ride we can put our differences aside and enjoy a lifestyle that celebrates the idea of living a little more freely. Harley® motorcycles can help people do that, anywhere in the world.

I learned you are the people who make Harley-Davidson an ideal, not just a motorcycle. Your pursuit of fun and freedom is what it's all about, and you're making a better world, one ride at a time.

... we shared a spirit I might call "Screw It, Let's Ride," if only I knew the Chinese word for "ride."

I learned that I love a good hang, even if it's with people I can't really speak with in a little tin-roof shack clacking chopsticks and drinking rotgut "wine." I learned that Harley-Davidson's dynamic 110-year history is much bigger than any one person at this company.

I learned that it's our responsibility to embrace and preserve our legacy even as we introduce it to the farthest-flung places on Earth. Places like Chinese mountains, where they paint "freedom" on jackets and understand that a machine can help take you there.

Oh yeah, and I learned that yaks are fabulous multi-use livestock. And they don't taste like chicken; more like ... yak.

TO READ ABOUT, and view photos and video of the ride, visit h-d.com/110.

Mark-Hans Richer is Chief Marketing Officer of Harley-Davidson Motor Company.

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GET THE INSIDE VIEW.

IN AUGUST, H.O.G.® INSIDER SUBSCRIBERS GOT AN EXCLUSIVE FIRST LOOK at the limited-edition 2013 Harley-Davidson® 110th Anniversary motorcycles. To make sure you get inside access to H.O.G. and H-D Anniversary news and ticket information in the months ahead, add your e-mail address to your online profile at members.hog.com. And see things first with the H.O.G. Insider.

