



# The Hogtown Lowdown



Chapter 0675  
September/October 2002



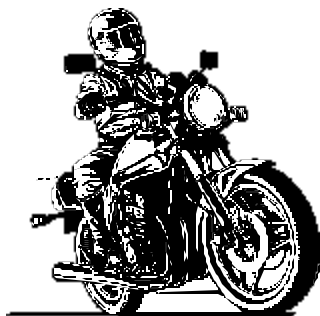
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Gainesville Harley-Davidson & Buell, Inc.  
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## Director's Column



Hey Gang.....

Well summer is winding down and people are heading back to school. So I guess the vacation is over!!! With the end of summer, we hope it means some cooler weather, which in turn means more riding. When the heat index is over 120, I feel like a roasting hog, when I'm riding my Hog.....know what I mean?

We're looking forward to some good rides between now and the end of the year. Keep an eye on your e-mail or look for the calendar in your newsletter.

Our end of the year ride will be a little different this year. In lieu of having a toy ride in December, we'll be having our ride a little early. Our ride will be November 17<sup>th</sup> and will benefit an Alzheimer Care-Givers facility. I'm hoping that this will be the biggest and best ride that the Gainesville HOG chapter has ever had. Please mark this on your calendar and talk it up with all of your biker buds. If you have ever had an opportunity to be around a person who is suffering from Alzheimer's, you know that the persons who suffer the most are the caregivers. Let's make this happen folks. There will be good food, a fun route and plenty of door prizes!!!

As always, if you have any suggestion about your chapter, please contact myself @ #352 495-3109 or email me [lizzie@gru.net](mailto:lizzie@gru.net), or one of the other Gainesville HOG officers. Look forward to seeing you at our next ride.

Ride safe, Joan



## Ladies of Harley News



Watch your email and the Gainesville HOG website at [www.gfhog.cjb.net](http://www.gfhog.cjb.net) for upcoming September and October rides!

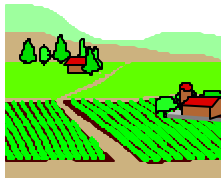


## Join Us for Autumn HOG Rides

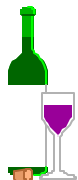
When was the last time you rode with a group of great people? Come join us for fun, food, adventure, meeting new



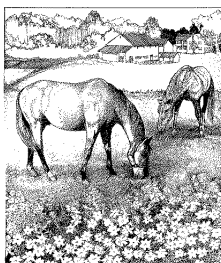
people, and riding with old friends. Come on a HOG ride. Now that the weather is cooler, it's time to get riding again!



**September 22:** Celebrate the Open House and the arrival of the 100<sup>th</sup> Anniversary Harley-Davidson models at the dealership. Ride with us to Fort White through the great Florida countryside. Return to Gainesville for a delicious seafood dinner at the Northwest Grille. We will leave the dealership at 11:00 am.



**October 27:** Ride to Florida wine country. See how wine is made at the Dakota Winery in Chiefland. Return to Gainesville for great chicken wings or other culinary delights at Beef O'Brady's. We will leave the dealership at 11:00 am.



**November 17:** See beautiful horse farms on back roads seldom traveled and benefit an Alzheimer's caregivers' facility, Altrusia House. Join us for a ride through Florida horse country. At the final destination there will be food, many door prizes, and a 50/50 drawing. Price for the ride and food is \$10.00; \$7.50 for the ride only. Cost for each 50/50 ticket is \$1. Bring any and all riding buddies to benefit this worthy cause. Mark this date on your calendar now!

# Harley-Davidson's Birthday Bash in Atlanta

By HOG member Ann Hudson



The Birthday Party in Atlanta was an outstanding kickoff for the year long celebration of H-D's 100th Anniversary. John & I attended all

three days, sometimes leaving and returning later in the day. The Atlanta Motor Speedway was a good place to hold such an event. Open from 11:00 A.M. until 11:00 P.M., it was impossible to tell just how many people attended. But the parking lots sure were shiny with chrome.

I liked the fact that on Friday it was "HOG members only." Then on Saturday and Sunday when the event was open to the public, it was still "members only" in the HOG Roadhouse, our own place to retreat to.

The logistics were well-taken care of, I thought, especially since this was the first of many cities that will host the party. I'm sure that the little glitches I saw will be taken care of in the future events around the world. The security was good, but not overdone.

The birthday bash was kid-friendly, with an exhibit just for kids and free admission with an adult (who paid \$55 per day). It's important to get the younger people interested early in motorcycles, assuring H-D's future.

The scorching heat was handled well by the organizers. The exhibit arenas had air conditioning pumped into them, as well as the HOG Roadhouse and the Miller Roadhouse. There were walk-through tents with misters where you could get wet and cool down. And although the cold drinks and beer weren't cheap (\$3 and \$6), some of the proceeds



went to MDA. The bands were great, and so were the track performances. On Sunday, John & I carried our chapter flag in the parade around the race track, which was a thrill.

All in all, it was a nice event. What other company in the world could hold a birthday party and get this much attendance? Only Harley-Davidson!

## Send Us Your Stories and Photos

Do you have a motorcycling adventure you would like to share? Then email your story in Microsoft Word or text format (no paper copies, please) or photo in .tif or .jpg format to Susan Thrall, newsletter editor, at [links@afn.org](mailto:links@afn.org).

Deadlines for the newsletters are the 15<sup>th</sup> of the month preceding the newsletter. Newsletters are published six (6) times a year: January, March, May, July, September, and November. All materials are subject to editing.

## Meet Your Gainesville Harley-Davidson Team

by Susan Thrall

Paul Wishart is one of the people you will definitely meet up with if you intend to buy a motorcycle. Paul is the Sales Manager and has worked for Gainesville Harley-Davidson for nine years, three years fulltime.



Paul originally hails from Warren, Ohio. He has ridden motorcycles since he was ten years old. Paul has always been interested in “anything with wheels and a motor”. As a youngster Paul worked in a bicycle shop and a neighbor took him for his first ride on a motorcycle. Since then he has been hooked. His first motorcycle was a 1948 Harley-Davidson 125. Nowadays he rides a 2000 FLHT.

Paul has spent many years in the Air Force and Air Force Reserve – 21 years total. During his military years he was stationed in South Carolina, North Carolina, Florida, and Texas and more exotic places like the Philippines, Vietnam, United Arab Emirates, and Panama.

Some of his previous jobs have included airplane mechanic and inspector, parachute rigger, heavy equipment mechanic, and motorcycle mechanic. At one of his jobs he was boss to Ray Lytle and trained Ray on jet engines. He met Ray and Gail before they were married when he was in the Air Force Reserve back in 1973; in fact he claims to have introduced Ray and Gail.

Paul especially enjoys working with the restoration of old cars. In restoring the cars, he says he has “done it all”. He has made hot cars, rebuilt wrecks, made custom cars, and redone cars from scratch. One of his favorite cars that you may see around the Gainesville Harley-Davidson parking lot is his Vitamin C orange 1953 Buick special custom complete with Ratfink. (see more pics on the Gainesville HOG website).

Paul has been married to Sheila for 35 years and has four sons who live in Gainesville, Jacksonville, Greenville, South Carolina, and New York City.

Want to talk motorcycles, custom cars, or anything with “wheels and a motor”? Come on in and shoot the breeze with Paul.



## Paint Your Lid

by Grant Thrall thrall@afn.org

I usually wear a helmet when I ride. There are a lot of reasons for that choice. And I understand that a lot of folks choose otherwise. When I wear a helmet, I don't want to give up the individuality that you get when you hang your face out in the breeze. I want my friends to know that it's me coming down the road, and not some other dude on a black bike wearing a black helmet. Having your helmet painted can give you that individuality. And frankly, for a lot of us, a good-looking helmet is a step up from what folks might otherwise see. So how do you go about getting a helmet painted?

First, you start with a helmet of your choice. In Florida that can be DOT approved or not. I chose a new half-face helmet. I liked the ventilation and fit. I chose the white pearl; but, I discovered that since I was having the whole helmet painted, color did not matter much. Starting with a new helmet makes sense because I wanted to amortize my expenditure over the life span of the helmet. Painting a helmet that you aren't going to keep for at least three riding seasons doesn't make much sense because of the money and time involved in getting it painted. OK, now you have a helmet, what next?

Second, choose your colors and patterns. My Harley is black, so matching colors for an integrated look was not an issue for me. I did want black in the helmet. I wanted my helmet to be distinctive and visible from a distance. That means large bold patterns, and not small intricate patterns. I wanted the paint to serve the

dual purpose of being individual as well as attract the attention of cagers. Loud pipes save lives. So does an attention-getting helmet. I like orange, and I figured the color orange was a good attention getter. I like the checkered flag motif, and figured that a black-and-white checkered flag pattern would also be highly visible. Lastly, I wanted a statement on top of the helmet. The skull look is popular, but I wanted something different. I have always liked Hawaiian Tiki images. Why not a skull that was also a Hawaiian Tiki? I surfed the Internet and copied the web page addresses of colors and images I liked. I printed out the pages. OK, now I have the look I want, now I need an airbrush artist to put it all together.

How do you find a good airbrush artist? Simple. Ask around. I did. Several folks mentioned Tom O'Grady at Candy's in Oaks Mall. With helmet and printouts in hand, I traveled to speak to Tom.

I explained to Tom what I wanted. He said, no problem. He showed me a collection of photographs of a wide array of helmets he had painted. Some were intricate, and some had bold designs. To paint my helmet as I described he said it would be \$125. Not cheap. But, that is what I wanted. I paid 50% down, and left the helmet with him. He said to come back in a few days to approve the rough up.

On the appointed day, I went back to check out the rough up. Tom had sanded the helmet down to its base layer. He had taped the pattern for the checks, and



my bold orange border. This would be my last chance to move the checks up, or the orange border down. But, his artistic sensitivity had put it together just right. So, go ahead and shoot the color on, I said.

A few days later, I returned to check the helmet out. He had not yet put on the clear coat. I could still modify a bit here and there. Perhaps it was because it was my helmet and it was my pattern design; perhaps it was the perfect meeting of minds of the artist and the rider. I was elated. Beautiful. Start the clear coat.

Before the clear coat, you could feel the ridges between the layers of color, and the edges of the color. Before Tom would release my helmet to me, he would shoot about five clear coats, with light sanding between each clear application. He would also add a light metal flake layer among the clear coats, for a bit of sparkle. Awesome. No ridges

could be felt. Once the top hard coat was added, there was no going back. It was too beautiful. Shoot the hard clear coat on I said.

I let the many layers of paint harden in the store for a week. It was a very long week. Finally, the day came for me to pick up my helmet. A true work of art. No wonder the motorcycle exhibition has been the most well attended event ever at the Guggenheim Museum. I can understand this art. I can use this art. I can wear it on my head! All that for only \$125.00!

Here are some photos of my new lid art. Let it inspire you to get your own lid painted – with a pattern of your own design of course.

Grant



**Grant's Helmet**

# 1300 Miles in a Week

by Susan Thrall

This summer we used our home in Vail, Colorado as the starting point for fantastic riding. Vail is in the center of Colorado's high mountains. Our rides charted on a map would be like many spokes of a wheel, with Vail as the hub. This is what we did in our first week of riding.

July 2 (85miles): Took our first motorcycle trip since arriving in Vail. The altitude at the lowest point in Vail is over 8000 feet. We ride a short circuit to Leadville and Copper Mountain and then back to Vail, approximately 85 miles. The altitude rises to over 11,000 feet. The only adjustment to high altitude riding was to adjust the idle on my Screaming Eagle/Mikuni carburetor.

The ride up to Leadville is beautiful especially through Battle Mountain Pass. Full of switchbacks with jagged mountains on the right. Purple fireweed and yellow sweet clover line the road. Tall evergreens are everywhere especially hanging over the tumbling stream that runs right next to the road. We pass through several beaver meadows with ponds and beaver lodges. One meadow is the former site of Camp Hale, the World War II home of the 10<sup>th</sup> Mountain Division, a skiing division. On the Tennessee Pass is a memorial to the men of the 10<sup>th</sup> Mountain Division who fought in Italy during the last year of the war. The 10<sup>th</sup> is now in Afghanistan.

July 3 (178 miles): Start out from Vail toward Breckenridge, the only direction where we don't see black thunderclouds and gray veils of rain. After a short stop in Breckenridge, a small town with a

western/cowboy atmosphere, we decide to continue our ride along the Blue River up over the 11,541 feet Hoosier Pass to Alma and Fairplay. Hoosier Pass has several twisties that you must take at 10 mph or slower; they are real hairpin turns.

We pass through Alma and ride to Fairplay. Fairplay has a 19<sup>th</sup> century village restoration, complete with 19<sup>th</sup> century shops like a general store, post office, school and so on. From Fairplay we turn toward Buena Vista. The ride to Buena Vista is over a very flat grassland plain and then through curving, red sand hills with sage and chaparral. Buena Vista is usually very dry and hot but has a great coffee stop – Bronco Billie's.



From Buena Vista we proceed into Leadville and back down through Battle Mountain Pass going the opposite direction as yesterday. In Minturn, at the bottom of the pass, we have a great view of the craggy rock cliff called Lionshead that looks exactly like the head of a female lion. This year we were lucky in

that we encountered no summer snow when riding over these passes.

July 4 (213 miles): Today I ride on the back of Grant's Deuce instead of riding my Dyna. The Vail Fourth of July parade always has the Harleys lead the parade to clear the parade route. Good thing I was on the back of Grant's bike because we ended up being first, leading the entire parade through the winding streets of the pedestrian village, and Grant needed me to point out the route through town. It was amazing to have people cheering at us simply because we were riding loud Harleys and because I was waving flags the whole way.

After the parade we rode to Aspen via Independence Pass. The climb up to the pass is one of the most beautiful. Majestic green hills, beaver meadows, and miles of views of mountains. You are above the altitude that trees can grow. Sometimes when riding through twisting mountains you are hemmed in closely by two hills. The road to Independence Pass is on the open mountainside so you can see thousands of feet down and many miles away. Not



a ride for those with vertigo; no barriers or guards to keep the careless rider from falling off the edge of the mountain.

At the top of the pass is a parking area. You are above the tree line and can take several short walking paths to have a 360° view of the entire area. We have been there in July with many feet of snow.

We ride through Aspen with only a short stop. We ride back to Vail via Glenwood Springs, a pretty town with natural hot springs and a huge hot springs swimming pool. We stop to eat at one of our favorite haunts, Doc Holiday's. It is a restaurant bar, dark and cool inside, with Doc Holiday and Wyatt Earp pictures and memorabilia. (Doc Holiday is buried in Glenwood Springs.)

From Glenwood Springs we ride back to Vail via I-70. Going through the Glenwood Springs Canyon is like riding through a mini Grand Canyon. The cliffs rise high above the road with black, clay, and red stripes showing the layers of rock added through the ages. A train tunnel passes through several of the cliffs. A trail off one Canyon exit leads to Hidden Lake, a lake in a crag in the cliff. The ride back to Vail from the canyon is through a very dry, sandy area that lies in the rain shadow of the mountains until you get to the Vail Valley, where it becomes green and verdant with fir trees.

July 5 (156 miles): Today we ride north to Gore Pass and over to Kremmling. Gore Pass is 9527 feet in altitude and very full of evergreens. We climb to Gore Pass on a road through cow pastures and yellow grain fields. It always seems to be raining when we go over this pass. Coming down from Gore Pass lands us on the road to Kremmling where it is dry and gets very little precipitation. The color here is tan and



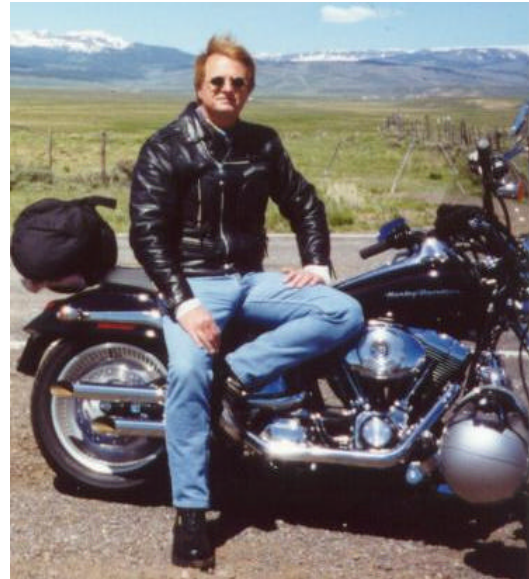
sandy; sage-colored scrub brush is everywhere.

Kremmling is a pokey little town that has a good coffee and ice cream shop and a good hamburger stand. This time we enjoy hamburgers and shakes at Mrs. Z's Burger Barn sitting outside at cowhide-painted picnic tables.

From Kremmling we ride toward Silverthorne next to Green Mountain Reservoir and the upper end of the Blue River. The lake is only half full because of the drought. The scenery next to the Blue River is rolling grass hills with cattle ranches bordered by low rounded mountains. However, signs of road construction quickly interrupt the scenery. No problem until you hit the construction. It is 10 miles of torn up road riding over gravel and rut-filled clay with a part or two of grooved pavement. Very nerve-racking – trying to watch for large holes and dips and keep your bike upright.

In Silverthorne we view several old volcanic mountains that have blown-off tops. Snow feathers the tops of these former volcanoes. The rest of the ride back to Vail on I-70 over 10,666 foot Vail Pass is a piece of cake.

July 6 (238 miles): We ride to Steamboat Springs from Wolcott, one of my favorite routes. The route is through rolling hills of grassland or red sandstone landscape or large dry areas of gray-green sage and chaparral. We ride over the meandering Yampa river at least three times and pass the mysterious Finger Rock, a giant, black, basaltic finger of volcanic rock jutting up from the grassy plains – eerily standing all by itself on the terrain.



At Steamboat we decide to ride over 9426 feet Rabbit Ears Pass and back south to Kremmling and Gore Pass again. On Rabbit Ears Pass a deer jumps out in front of us. Luckily we are both watching carefully and are able to stop. The ride from the pass to Kremmling again goes from purple wildflowers to sage-filled dry, desert-like landscape. We take the short six miles backtrack to the Gore Pass road and ride over the Pass back to Wolcott. It is sleeting as usual for five minutes as we ride over the pass.

July 8 (122 miles): We decide to take a short ride to Leadville and around Turquoise Lake and have a picnic. The lake is very low because of the drought. Because of the altitude, a soda pop can leaks in Grant's saddlebag. Our picnic lunch is doused. But it is still a fun ride.

On the way back to Vail via Copper Mountain, we decide to take a short deviation to Frisco. We listen to some free rock music at Frisco's village square. Then back to Vail.

July 9 (307 miles): I ride on the back of Grant's motorcycle because we are going to Rocky Mountain National Park and we have a park pass for only one vehicle. We go first to Boulder and then take Route 36 to Estes Park, the town at the east entrance to Rocky Mountain National Park. Route 36 rises up until the beginnings of Estes Park and from the heights with full view of Estes Park and majestic Rocky Mountain National Park we begin the slow descent into Estes Park.

Once in Rocky Mountain National Park we begin another slow rise along the 48 mile Trail Ridge Road. It begins with evergreen areas and meadows filled with a profusion of wildflowers. The slow windy climb takes us to over 12,000 feet, well above the tree line. Here there are no trees or bushes, just low tundra with tiny tundra flowers, mosses, and succulents. Elk are grazing along the way and there are a myriad of places to stop and view the sights of craggy, snow-capped mountains as far as one can see. Many of the closer mountains have small lakes on the heights where snowfall has melted that look like mirrors reflecting the blue sky. Glacial moraines roll off in all directions. From some vantages, winding silvery rivers can be seen at the bottoms of the valleys.

It is truly so beautiful that it is hard to believe it is real.

The ride out the west end of the park takes us past Grand Lake, Shadow Mountain Lake, and Lake Granby. We ride back through Kremmling and decide to ride the road construction between Kremmling and Silverthorne again because this is the shorter route. We arrive back in Vail tired but awed by the beauty we have seen.

One week in Vail has passed – a week of great riding. There are only more rides to look forward too. Total miles: 1299



## Attention HOG Veterans

Veteran's Day is fast approaching. In the November newsletter there will be a salute to our HOG veterans. Don't get left out. If you have served in the U.S.

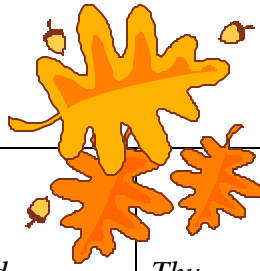
Armed Forces, email Susan Thrall, newsletter editor at [links@afn.org](mailto:links@afn.org), your name, branch of service, and number of years.


## Name or Address Incorrect? Not on the HOG Email List?

HOG members: Email any name or address corrections/additions to Susan

Thrall at [links@afn.org](mailto:links@afn.org). Stay informed & up to date-give us your email address!

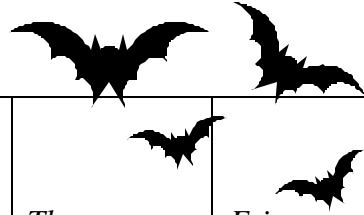
# September



<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
<b>1</b> 	<b>2</b> 	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>
<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>
<b>15</b>	<b>16</b>	<b>17</b>	<b>18</b>	<b>19</b>	<b>20</b>	<b>21</b> 2003 New Model Open House
<b>22</b> New Model Open House; HOG Ride to Fort White	<b>23</b>	<b>24</b>	<b>25</b>	<b>26</b> HOG meeting at dealership 6:30 pm	<b>27</b> Performance Products Sale	<b>28</b> Performance Products Sale
<b>29</b> Performance Products Sale	<b>30</b> Performance Products Sale 					

**2002**

# October



<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
		<b>1</b> Performance Products Sale	<b>2</b> Performance Products Sale	<b>3</b> Performance Products Sale	<b>4</b> Performance Products Sale	<b>5</b> Performance Products Sale & Fair/Dyno Shootout;
<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b> Biktoberfest Sale
<b>13</b> Biktoberfest Sale	<b>14</b> Biktoberfest Sale	<b>15</b> Biktoberfest Sale	<b>16</b> Biktoberfest Sale	<b>17</b> Biktoberfest Sale; Biktoberfest in Daytona	<b>18</b> Biktoberfest Sale; Biktoberfest in Daytona	<b>19</b> Rusty Wallace /Miller Lite Party at Dealership; Biktoberfest Sale; Biktoberfest in Daytona
<b>20</b> Biktoberfest Sale; Biktoberfest in Daytona	<b>21</b>	<b>22</b>	<b>23</b>	<b>24</b>	<b>25</b>	<b>26</b> Halloween Party/"Dead Biker Bash" Everyone dress up!
<b>27</b> HOG Ride to WineCountry	<b>28</b>	<b>29</b>	<b>30</b>	<b>31</b> Florida State HOG Rally, Fort Lauderdale		

**2002**







Gainesville Harley Owners Group, Inc.

Attn: Susan Thrall, Editor

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