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ULTRA VS. ULTRA

MICHAEL LICHTER: STURGIS

ARTISTS OF THE STYLING DEPARTMENT

SUMMER 2010 007



FOR THE HARLEY-DAVIDSON® *ENTHUSIAST* SINCE 1916



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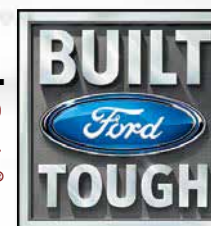
ULTRA VS. ULTRA MICHAEL LICHTER: STURGIS ARTISTS OF THE STYLING DEPARTMENT

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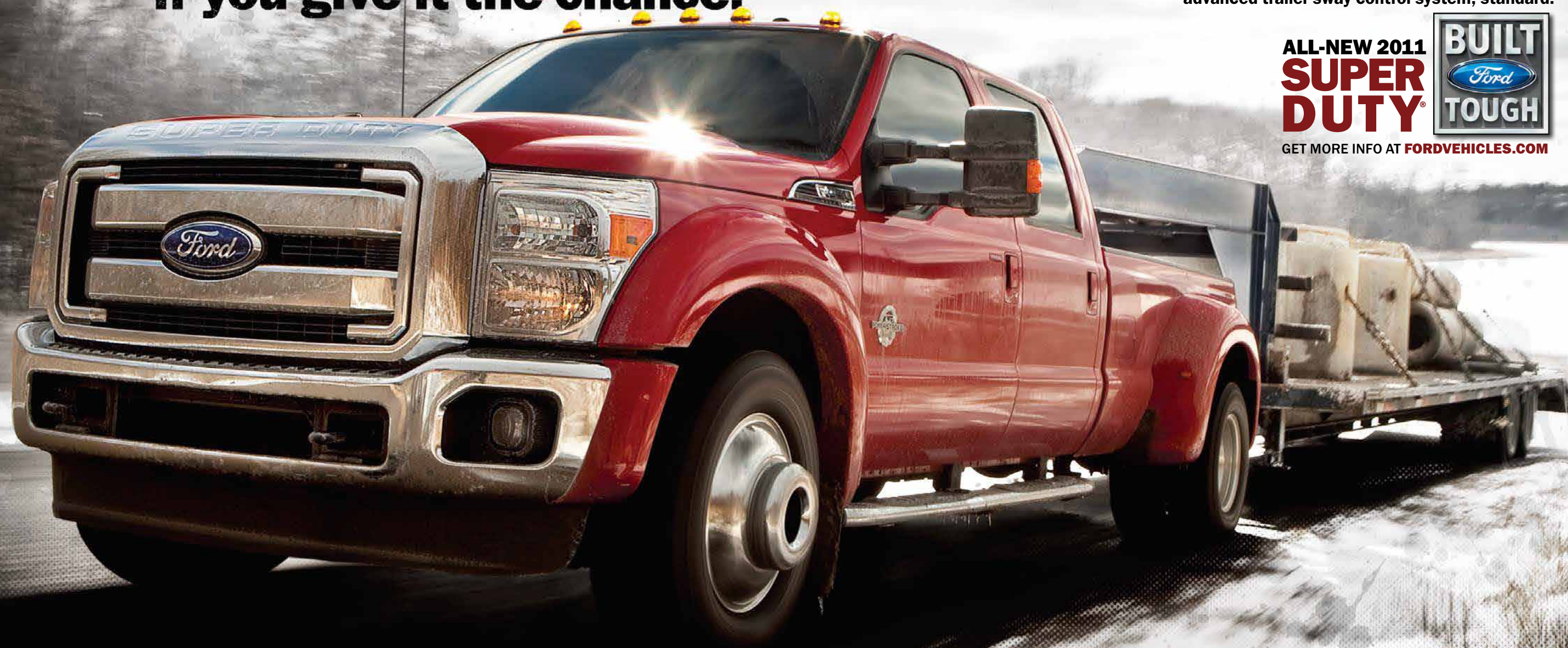
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will EAT YOUR
FLESH
if you give it the chance.

The most towing power you can get.* And now an advanced trailer sway control system, standard.

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SUPER
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*Class is Full-Size Pickups over 8,500 lbs. GVWR.



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Dyno Drags

A PAIR OF HARLEY-DAVIDSON® XR1200™ MOTORCYCLES go head to head on a virtual dragstrip during the launch of the new XR1200X™ model at the Harley-Davidson Museum® in Milwaukee on June 4. Equipped with twin rolling chassis dynos, Harley-Davidson's racing dyno display incorporates an authentic dragstrip-style Christmas Tree, and gives riders a chance to shift through the gears on a full-throttle run against the clock and the rider in the adjacent "lane." Look for it at Sturgis, Daytona Beach, and other select events around the country.

One of Every Kind

THE FOUNDERS OF THE HARLEY-DAVIDSON MOTOR COMPANY started the practice of saving a specimen of every major new model sometime in the 1910s. Although their exact reasons for doing this are unknown, it is known they were used for various historical/retrospective displays, such as the long-term display at the Capitol Drive facility in Milwaukee and, later, at a small museum at the York, Pennsylvania facility. It's likely they also saved models for later experimentation, new part fitment, photography, and other miscellaneous purposes.

It's really quite extraordinary that the Motor Company saved so many vehicles; this practice is not at all common in the automotive world. And the result is by far the largest collection of unrestored Harley-Davidson® motorcycles in the world. Most of the bikes in what is called the “core collection” have not been altered in any serious way.

The bikes pictured here comprise the Archives vehicle collection at Juneau Avenue as it existed circa 1938. In the left row at front is the bike now known as “Serial Number One,” described in more detail in the “Archives” article on Page 80.



Stolen Moments



I ALMOST MISSED MILLION MILE MONDAY THIS YEAR.

Each year since H.O.G.® started this “official” excuse to ride for no particular reason, a few of us at Juneau Avenue have organized our own impromptu version. Nothing big, just a chance to sneak out of the office, log some miles, and add to the collective thrill thousands of H.O.G. members are experiencing at that very same moment, all over the world.

This year, I almost didn’t make it because for most of Million Mile Monday I was winging my way from Milwaukee to Los Angeles to work on this issue’s “Ultra Versus Ultra” cover story. The initial plan on touchdown was to meet up with some work colleagues in L.A. for most of the day, and then hit the road with a photographer and my ride companion,

Reg Kittrelle, early Tuesday morning. But as luck would have it, my appointment had to cancel, and we decided on the fly to hit the road early that afternoon for Borrego Springs.

So Reg and I hopped on the Road Glide® Ultra and Electra Glide® Ultra Limited, and hit the highway. It was hot and crowded getting out of L.A. traffic for the first couple of hours, but once we cleared the chaos and smog we were rolling through some nice high desert scenery at a comfortable clip – a perfect time to relax and reflect on things like what to write an editor’s column about for the next issue of *HOG*®. One thing that popped into my head was how glad I was to be experiencing this unexpected moment on a motorcycle. Instead of sitting in a conference room, I was kicked back with my knees in the breeze, the radio blasting, participating in Million Mile Monday with not a care in the world except for the next curve in the road. It was a stolen moment, and that day’s ride was all the more appreciated because of it.

Working for H-D, many conversations I have with friends and strangers eventually gravitate to the topic of motorcycle riding. And sadly, if there’s one thing I hear as often as anything, it’s the lamentation of a former rider who gave up a bike because he or she “didn’t have time to ride it,” or worse, someone who has put off their dream motorcycle for fear of not finding the time to enjoy it.

As a busy person with a young family, I can certainly understand that sentiment, but I cannot share it. I’m a firm believer that within reason, any day is a good day to ride, and anywhere is a good place to ride. If you make the most of your moments, however short, you will never regret that bike in the garage.

Those 175 miles from L.A. to Borrego Springs didn’t amount to much in the grand scheme of the 4,324,240 miles logged this year on Million Mile Monday, but they were pretty special to me. So whether you rode on Million Mile Monday or not, I wish you many opportunities to steal an unexpected riding moment in the coming year.

Matt King



copyright 2010 H-D
ON THE COVER: A ride through California’s Anza-Borrego Desert on a new 2011 Road Glide® Ultra and a 2010 Electra Glide® Ultra Limited.
Photography: Wes Allison

Director, H.O.G. and Consumer Events
Kris Schoonover

Executive Editor
Paul James

Editor
Matt King

Design and Production
GS Design

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We care about you. Ride safely, respectfully, and within the limits of the law and your abilities. Always wear an approved helmet, proper eyewear, and protective clothing and insist your passenger does too. Never ride while under the influence of alcohol or drugs. Know your Harley® motorcycle and read and understand your owner’s manual from cover to cover.

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.

We reserve the right to edit all submissions for publication in *HOG*.

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All H-D® and Buell® product illustrations, photographs, and specifications mentioned in the publication are based on the latest product information at the time of publication. The right is reserved to make changes at any time in prices, colors, materials, equipment, specifications, and models and also to discontinue models. Some vehicles in this publication are shown with available equipment.

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THINK YOU’VE BEEN EVERYWHERE, MAN?

NOW IS THE TIME TO RIDE TO A 2010 U.S. STATE H.O.G.® RALLY!

The 2010 H.O.G. state rally season is in full swing, and there are still more than 15 exciting events remaining on the schedule. So there’s still plenty of opportunity to find a rally that suits your budget and your sense of adventure – whether it’s around the corner or across the country.

Plus, you never know quite what to expect because each rally takes on the unique “local flavor” of the state or area it represents. So if you think you’ve “been there, done that,” think again! Because there’s nothing like a U.S. State H.O.G. Rally. And no time like the present to hit the road.



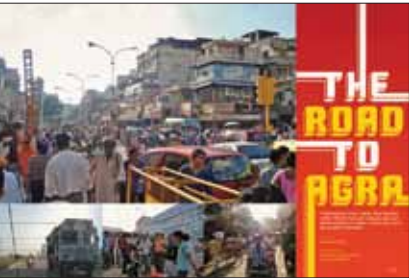
Don’t wait – make plans now to attend a 2010 U.S. State H.O.G. Rally!

Log on to **MEMBERS.HOG.COM** for a complete schedule.

Dates, locations, and event details subject to change.

Thank you for the inspiring articles you publish. They really make us want to get out and ride to new places.

CINDY ROARTY SAN LEANDRO, CALIFORNIA



INDIA INK

Being born in India and brought up in the U.S., I was proud to know that Harley-Davidson, an American legend, is now in India. When I bought my 2008 Road King,® my cousin back in India was ecstatic. Now he can experience the ride for himself! (It was also great to know that the first Harley-Davidson® motorcycle purchased in India was in Mumbai, the place where I was born.)

My family and I are planning to visit Mumbai next March, and I hope by then my cousin has bought his first H-D® bike. If so, I plan on borrowing it and taking a tour, much like the four on “The Road to Agra” but around Mumbai.

Long live Harley-Davidson – all over the world!

ANANDKUMAR SHAH
LIVERMORE, CALIFORNIA

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Excellent story on the four riders heading to the Taj Mahal. The photo on Page 28 of the riders with their bikes and the local guy with his bovine begs to ask: Did somebody fire up their bike before the picture was snapped? Something must have happened to scare the piss out of that animal – literally! The cow/bull was actually pissing on the road at the time the picture was taken. Getting upstaged by the animal is priceless.

Great magazine.

MIKE STAUDT
VIA E-MAIL

Just our way of keepin’ it real, Mike. Thanks for calling out our incredible attention to detail. –Ed.

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MAN OF METAL

I thoroughly enjoyed the article about the statue and the artist. Mortals like my wife and I appreciate the talent. Our contribution is displaying our 2009 Ultra Classic® in as many states as possible. Getting the feedback from fellow riders and strangers we meet along the way confirms our opinion that H-D will be enjoying a second century of building the most satisfying country-crossing bike.

JOHN BLACK
VIA THE HOG MAGAZINE BLOG
(MEMBERS.HOG.COM)

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INSPIRING SEDONA

After reading the *HOG* 004 article “Super Natural” about Sedona, Arizona, by Joshua Placa, I thought it would be an excellent time of the year to see the Grand Canyon and drop down to the red rock wonderlands for the first time. Riding from our home in the San Francisco Bay area, we proudly wore our Oakland H.O.G. Chapter vests as we toured the state of Arizona. In all, we logged 2,200 miles on my 2006 Ultra Classic and my husband’s 2007 Road Glide,® which also included many stops for our H.O.G. ABCs of Touring contest entries, as well.

Thank you for the inspiring articles you publish. They really make us want to get out and ride to new places. This trip was easily one of our best!

CINDY ROARTY
SAN LEANDRO, CALIFORNIA

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DOUBLE TALK

I find the apparent contradiction interesting: “Cell phone use on a motorcycle is problematic for a number of reasons – many of them quite obvious ... it’s best to pull over to make a call.” (*HOG* 006, Page 25) And on Page 62: “... include a bike-to-bike communication capability ... conveying real, valuable information” Just a thought.

BRIAN BENNETT
VIA E-MAIL

And an interesting thought it is. For more thoughts on that subject, check out this edition’s Exhaust column on Page 82. –Ed.

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BUDGET ISSUE

I must respond to the “\$100 Rides: Floored by Daytona” article in *HOG* 006. Yes, only \$114 was spent out of the author’s pocket, but he rode someone else’s bike, used someone else’s Daytona 200 event pass, and slept on the floor of someone else’s hotel room. I don’t file that under “Epic Adventures Don’t Require Epic Dollars.” I file that under “Freeloading.”

TERRY PIAZZA
ELMHURST, ILLINOIS

You’ll get no argument here, Terry. But many, me included, consider freeloading an art form, with a long and glorious history in the annals of motorcycle road trips. Perhaps you’ll be more impressed by this issue’s “\$100 Rides” installment on Pages 48-51. –Ed.

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ON LANGUAGE

I’ve been riding Hogs for the past 32 years, ever since I was a young police officer in Phoenix, Arizona riding a 1976 Sportster.® I wonder if it was some psychic connection with those in the Motor Company’s marketing department when, just as your “Screw It. Let’s Ride.” campaign surfaced, I outfitted my 1999 FLSTF Fat Boy® with a personalized veteran’s license plate that reads “FILR” (“F** It, Let’s Ride”). I proudly display the plate and gladly explain its meaning to anyone who asks. Sometimes the reaction is “Tsk, tsk.” But mostly it’s a “Hell, yeah!” and a high five.

Love your mag. Keep up the good work.

K.J. PRAY
GOODYEAR, ARIZONA

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MARKS OF FRUSTRATION

Seriously ... we all get it! Is it really necessary to continue your incessant use of the trademark (™) and registered trademark (®) symbols on every page of *HOG* magazine? It’s so distracting. For example: “I rode my H-D® 2003 CVO® Twin Cam 103™ Screamin’ Eagle® Road King® with some H.O.G.® friends to the Harley-Davidson Museum.®” We know these names are all property of H-D. Couldn’t you just list them once in the magazine’s Statement of Ownership column and leave them out of the articles?

RICH MILLER
TALLAHASSEE, FLORIDA

I’m guessing you’re not a lawyer for a large multi-national corporation! Or maybe you are, given your proper use of the term “Statement of Ownership.” In any case, I’m not at liberty to answer your query the way I’d like to, Rich, but I will say this: I feel your pain. In fact, I was lamenting the situation just this morning while enjoying my Rice Krispies® and Florida Orange Juice.™ –Ed.

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ORIGINAL EQUIPMENT

Any rag could state the obvious that Seth Enslow flew his Harley-Davidson farther than the previous record holders, Blackwell and Knievel. However, *HOG* should be held to a higher standard of reporting and compare apples to apples in the equipment used in these jumps. Blackwell and Knievel both rode the H-D XR750 (with a cast-iron engine) for their respective jumps, whereas Enslow rode a modified H-D XR1200™ with an aluminum engine and whatever else “modified” is meant to mean. At a glance, it’s clear in the photograph on Page 14 that the suspension on Enslow’s ride is far superior for jumping, as compared to the XR750 shown on Page 9 – not to mention the additional 450 cc of power!

Give credit where it’s due. Bubba Blackwell is an amazing rider, and his skills certainly transcend that 157-foot

jump [the former record]. The ride that he (and Knievel) utilized added to what made the feat so impressive. For the record, I was there for Bubba’s jump in 1999 and still think it was awesome!

SUSAN MARCHANT
MANASSAS, VIRGINIA

No argument here. Thanks for providing some additional perspective on all of these amazing jumps. –Ed.

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SPUR OF THE MOMENT MEMORY

On a recent business trip to Albuquerque, New Mexico, I found myself with a “free day,” with the exciting prospect of sitting in my hotel room, watching TV, and taking an occasional nap. Then it hit me: H.O.G.® Fly & Ride! I’ve seen the ads a hundred times – so why not rent some V-twin excitement for the day?

The staff at Thunderbird H-D was just incredible to work with – very friendly and helpful – as they fixed me up with a beautiful 2010 Softail® Deluxe, and even took the time to map out a perfect ride for this first-time visitor. In just a short while I was cruisin’ down old Route 66, then on some road that led me through the Sandia Mountains. Beautiful!

So instead of a boring day spent in a hotel, I had the time of my life. I would encourage all my fellow H.O.G. brothers and sisters to take advantage of the H.O.G. Fly & Ride program. It could turn out to be the best business trip you’ll ever have.

MARK HOMSLEY
JACKSONVILLE, FLORIDA

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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.



www.h-dmuseum.com/visit

Pure Evel

FEW IN HARLEY-DAVIDSON HISTORY hold such iconic status as legendary stunt jumper Evel Knievel. To honor the impact he made – not just in the motorcycling world but in popular culture – the Harley-Davidson Museum® in Milwaukee is proud to present “True Evel: The Amazing Story of Evel Knievel” through September 10. This limited-engagement exhibit features legendary pieces such as Evel’s signature leathers and cane, personal photographs and letters, collectors’ toys and memorabilia, and the rocket-inspired Skycycle X-2 used in his infamous 1974 attempt to jump Idaho’s Snake River Canyon.



Rolling Into Homer

CONGRATULATIONS TO long-distance motorcycle adventurer Chris Carr of Atlanta, Georgia, on being among the top finishers of the 2010 Hoka Hey Motorcycle Challenge. This 8,000-mile ride from Key West, Florida to Homer, Alaska certainly took its toll on riders. But Carr, riding a 2011 Sportster XR1200X, pulled into Homer on June 30 to complete the grueling journey in the top 20. Way to go, Chris!

Check out Carr’s Hoka Hey blog at twowheeladventures.com/blog.

Edwards Rules Road America, Takes Home New XR1200X™



NASCAR DRIVER CARL EDWARDS won more than a Nationwide Series race at Road America on June 19; he also won a new Harley-Davidson® XR1200X™ motorcycle and a trophy designed

by the Harley-Davidson Styling department. The trophy was presented by Willie G. (shown here with his wife, Nancy) and Bill Davidson.

“Harley-Davidson has long had a special relationship with NASCAR,” Willie G. said. “There’s a lot of overlap between its fans and our riders. So we were thrilled by the opportunity to create a one-of-a-kind trophy for this event – and to provide an exciting new motorcycle, as well.”

No word yet on whether Edwards is planning to take part in the new AMA Pro Vance & Hines® XR1200 Series. We’re guessing probably not ... but this is a guy who flies jets for fun so you never know.

Last-minute Reminder

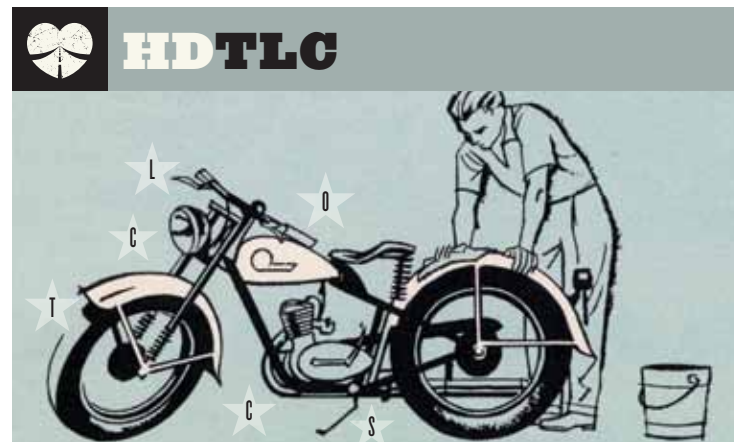
IF YOU’RE ON YOUR WAY OUT THE DOOR TO STURGIS, don’t forget Harley-Davidson has moved! Look for us in Sturgis (*not* Rapid City) at the intersection of 3rd and Lazelle Street from Friday, August 6 through Saturday, August 14. Demo Rides for the 2011 Harley-Davidson motorcycles will be available in Sturgis near I-90 at Exit 30 beginning Saturday, August 7 through Friday, August 13.

Get Rewarded Faster

INTRODUCING THE NEW H-D™ VISA® SIGNATURE CARD, designed to rev up your reward earning power. Apply today – and get 2,000 bonus points upon approval just for signing up. Then, for every dollar you spend on your card, you’ll earn:

- 3 points at H-D dealerships
- 2 points at gas stations, restaurants, bars, and lodging
- 1 point everywhere else!

Restrictions apply. To get started, visit www.h-dvisa.com or call 1-877-742-4766, ext. 44042.



To Clean and Inspect

IT’S OFTEN SAID THAT “A CLEAN BIKE RUNS BETTER.” Just as often, this revealed wisdom is dismissed as a rationalization of the vain; an excuse for people who love seeing their Harley® glisten to spend more time washing it.

There is some truth to this time-honored axiom, however, says Chris Tribbey, Manager, Service Marketing & Retail Capabilities for Harley-Davidson. For one thing, he says, when you clean the grit out of places like the hand levers and brake discs, you can improve their performance and extend their life.

“But more importantly,” he emphasizes, “washing your motorcycle presents the perfect opportunity to perform a thorough ‘T-CLOCS’ inspection.”

T-CLOCS is the acronym used by the Motorcycle Safety Foundation to guide riders through a proper pre-ride inspection of their bike.

“When you wash your bike, you’re touching and handling a lot of parts you might not otherwise get so close to,” Tribbey says. “It’s easy to see if something is loose, like a shift lever or footpeg. When you’re cleaning your chrome you may feel some damage to a heat shield. Washing your tires and wheels is a great time to detect a loose spoke, excessive tire wear, or a missing valve cap.

“These are just a few examples of how cleaning your bike can not only help it run better but also prolong its life.”

The list is nearly endless. But the bottom line is this: If you see it or touch it while you’re washing it – inspect it!

To purchase quality cleaning products designed specifically for your H-D® motorcycle, shop at your local Harley-Davidson dealership.

THE BASICS OF A T-CLOCS INSPECTION:

TIRES AND WHEELS Tread depth, wear, embedded objects, loose spokes, etc.

CONTROLS Pedals, cables, hoses, throttle, etc.

LIGHTS Headlamp, brake/tail lamp, turn signals, lenses, reflectors, etc.

OIL AND FLUIDS Levels, leaks, faulty seals, etc.

CHASSIS Frame, suspension, belt, etc.

STAND Cracks or bends, spring tension

For complete information about pre-ride inspections, consult your Owner’s Manual or visit www.msf-usa.org.

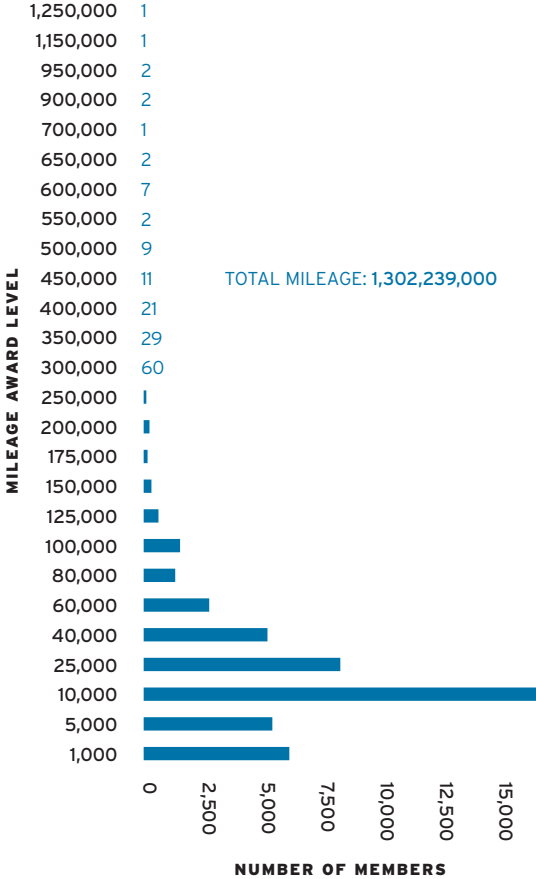


Mileage Report

SURE, IT WOULD BE NICE to say you’ve ridden 100,000 miles or more in the H.O.G. Mileage Program. But not everyone is destined to earn such a high-level award – such as the 1.25 million-mile patch and pin recently awarded to Dave Zien of Wisconsin. Most members who take part are still working their way up to the loftier levels, as shown in the graph at right.

So take pride in your ride no matter how far you’ve gone! Even if you’re just starting out. See your local Harley-Davidson dealer to register you and your bike or update your miles. To download a registration form, log on to members.hog.com.

(And thanks to Wayne Markham of Minot, North Dakota – a 175,000-mile award winner – for asking the question that resulted in this graph.)



Blog, Blog, Blog, Blog

IF YOU JUST HATE TO WAIT FOR THE NEXT ISSUE of *HOG* magazine to arrive in your mailbox (*yes, we’d like to see the magazine come out more frequently, too –Ed.*), now you can have more to read between issues. Four blogs are up and running at members.hog.com for your reading – and *writing* – enjoyment: “*HOG* (magazine),” “Events,” “Why I Am a H.O.G. Member,” and “On the Road.” Each offers a different focus, but all give you the opportunity to keep up with H.O.G. goings-on and weigh in with your own thoughts and observations. Soon you’ll even be able to post photos in one of the new galleries.

Join the conversation by logging on to members.hog.com.

GETTING OUR ABCs WRONG

Apologies go out to 2009 U.S. ABCs of Touring contest First Place winner Gordon Molenaar for misidentifying his hometown in *HOG* 006. Gordon (who actually goes by “Wes”) lives in Lansing, Illinois, not Enid, Oklahoma. Sorry for the mistake, Wes! And good luck to you and all your fellow competitors in your 2010 quest for ABCs of Touring glory.

Chapter 2



H.O.G. IS PLEASED TO ANNOUNCE the founding of a second military-based H.O.G. chapter: the Ramstein Military Chapter of Ramstein, Germany. Some 25 people attended the inaugural meeting in the spring, and already the chapter has filled all the primary officer positions, as well as many of the discretionary officer spots. Many positions even have backups designated, in case deployments take the officers away from their H.O.G. duties.

“The members are thrilled at the opportunity to become chapter members while serving their country abroad,” said Kris “Schoony” Schoonover, Director, H.O.G. and Consumer Events. “They’ve been taking every opportunity to ride together and had a nice turnout for Million Mile Monday on June 28.”

State of the Rally Season

THE 2010 H.O.G. STATE RALLY SEASON is in full swing, but there are still more than 15 exciting events remaining on the schedule. So there’s plenty of opportunity to find a unique and exciting rally that will help make your 2010 riding season one to remember.

One great thing about U.S. State H.O.G. Rallies is that you never know quite what to expect, as each rally takes on the unique “local flavor” of the state or area it represents. So if you think you’ve seen it all, think again!

For more information, see “Get Going” on Page 25 or log on to members.hog.com.

Call Now, Call Often

REMEMBER, FULL AND FULL LIFE H.O.G. MEMBERS in the U.S. are eligible for discounts on select wireless service when they sign up with AT&T. This money-saving offer – available to new or existing AT&T customers – makes it easier than ever to share riding stories, call for help, and stay connected. It also makes your H.O.G. membership more valuable than ever.

For details, conditions, and to sign up, log on to members.hog.com. And start staying in touch for less.

Another “New” Face



SO SOME OF YOU MAY BE WONDERING: “Who are you – and what have you done with Benny?”

Second question first: Benny Suggs, our former General Manager of H.O.G./Rider Services, got an offer he couldn’t refuse. So he returned to his beloved home state to become the Executive Director of the North Carolina

State University Alumni Association. He’ll be missed, but you should know that Benny will always be a part of this family. He’s a Life Member of H.O.G., and I fully expect we’ll run into him now and again, riding the wheels off that Road King® with a big-ol’ grin on his face.

And that brings me to ... me.

There have been a lot of changes at H.O.G. since I joined the team in early 2008 (I’ve been with Harley-Davidson since 1993). This is just the latest. But what has definitely not changed is that this is YOUR club.

I believe the “secret” to H.O.G.’s amazing success over 27 years is the way the club listens to its members; that is, listens to you. As Director of Field Operations these past two years, I’ve had the privilege of being out on the road, talking with members and hearing what you’ve had to say.

One thing I’ve learned is how members make H.O.G. their own. That is, they participate at a level that suits them, taking advantage of the programs and benefits they find most meaningful and worthwhile. This approach makes H.O.G. mean something a little different to each member, and helps contribute to the club’s diverse and dynamic feel.

As the new Director, H.O.G. and Consumer Events, I want to make you two promises: 1) that we’re going to keep listening; and 2) that we’re going to keep looking for new ways to provide a wide range of benefits that make H.O.G. membership worth far more than the dues you pay. Benny was great at that. In fact, I think that will prove to be his legacy. One that I look forward to carrying on.

Oh, and one more thing: My friends call me “Schoony.”

Ride hard ... ride free,
Kris Schoonover
Director, H.O.G. and Consumer Events

4324240

H.O.G.® MILLION MILE MONDAY
Third-time Charm

WAY BACK IN 2008 - before iPads, the “Great Recession,” or the Road Glide® Ultra (see Pages 42-47) – H.O.G. had a dream: to inspire members around the world to all ride together and see if they could rack up a million or more cumulative miles in a single day. No one knew what to expect; whether one million miles would be out of reach, whether we would blow it away.

Here’s what we learned: Never underestimate the passion of H.O.G. members, who rode just short of *three* million miles in that inaugural event and followed that up by eclipsing four million miles in 2009. This year, H.O.G. members have done it again, riding a grand total of 4,324,240 miles in the third annual Million Mile Monday on June 28. Thanks, everyone, for another amazing worldwide success!



TO READ ALL THE STORIES and see all the photographs from Million Mile Monday – and to rate or comment on your favorites – log on to members.hog.com.



Gary Wetzel

Above and Beyond

AS GARY WETZEL SITS in his modest South Milwaukee home watching a TV special about Vietnam War veterans from Wisconsin, a small wooden box rests inconspicuously on a table nearby, next to a picture of his granddaughter. The contents of the box gives Wetzel reason to pay extra attention: Inside is Wetzel's Congressional Medal of Honor, awarded for valor, the highest honor a soldier can receive.

The words on the citation he received describe an act of extraordinary heroism. They make you think, "How in the *world* ... could anybody do what he did!?"

What he did was, after having his left arm blown off and suffering multiple other life-threatening wounds to his right arm, chest, and left leg, Wetzel, a helicopter door gunner, "staggered back to his original position in his gun-well and took the enemy forces under fire." Then he "remained at his position until he had eliminated the automatic weapons emplacement that had been inflicting heavy casualties on the American troops."

What he did was, ignoring the extent of his own wounds and losing consciousness more than once from loss of blood, come to the aid of his crew chief who was attempting to drag a wounded aircraft commander to safety.

But that's all in the past. What he *does* is take advantage of his position and his experience to advocate for his fellow veterans – all veterans but especially Vietnam veterans. From its earliest days, starting with the second ride in 1989, Wetzel has been involved with Rolling Thunder,[®] the big annual veterans ride to Washington, D.C.

Since the ride's inception, Wetzel says, the remains of more than 1,500 soldiers have been brought home to the U.S. to be buried. And though he missed the 2010 ride on May 23 due to his very busy schedule, he has had the honor of riding the lead bike in 16 of the previous 22 events.

Wetzel spends many weekends on the road advocating for veterans – and the word *weekends* deserves emphasis. Wetzel, 62, does not profit from these efforts. He works full-time as a heavy equipment operator, while asking only that his expenses be covered for his speaking engagements and appearances.

In May, Wetzel was a featured speaker at LZ Lambeau, a gathering at Lambeau Field in Green Bay, Wisconsin, designed to give Wisconsin's Vietnam veterans the welcome home they never got – but so richly deserve.

Many of those trips he takes with "Ruby," his 1993 Harley-Davidson[®] Electra Glide[®] Classic, which shows nearly 140,000 miles on the odometer – and which has not been modified to accommodate his prosthetic left arm.

"I more or less designed my arm so I can pull my clutch in and out, and take off," he explains. "It's kind of fun in the summer, riding in short sleeves, and I'm at a stop-and-go light, people will be looking and asking, 'How are you riding that bike?' [I say,] 'Me and God. Why?'"

And though he wears his medal proudly, he never wears it casually. He was glad to don it for a photo session but made a point of asking his son, Eddie, to remove it the moment it was over. "I've never disrespected that Medal of Honor," he says.

"The guys I fought with ... I wear it for them. I wear it for the guys who aren't here. I'm just a caretaker. And I wear it for you. I'm flattered every time I have a chance to put that around my neck because it's American history. But it's all of us together, it's not just me."

As he watches the broadcast, a question is posed: Is it difficult to watch such a show, as it might bring back some unpleasant memories?

"It makes me think," he concedes. "How come I'm here? How come my name's not on that wall? But I don't dwell on it.

"And it's good that they do things like this, to leave a legacy. Not just for our kids but for our grandkids. To help them understand what happened."

Thanks to the efforts of Wetzel and so many of his fellow veterans, a new generation is learning to understand the sacrifices they made. And why that little box on the table is not so ordinary after all. [HOG](#)





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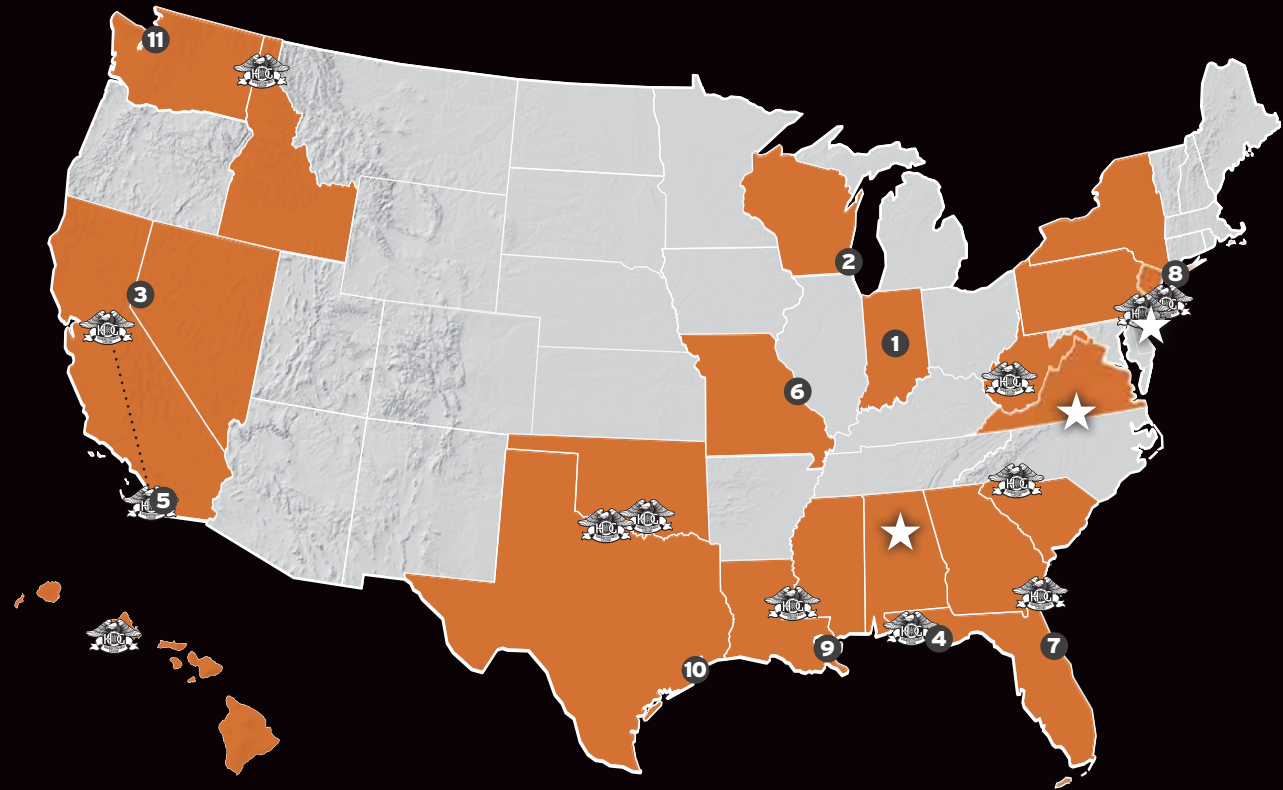
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BETWEEN THE LINES

Playing It Cool

Beating the Heat by Covering Up

By **BeckyTillman**, Rider's Edge® Regional Manager, Harley-Davidson Rider Services



You've probably seen video

of extreme triathletes staggering toward the finish line in a semi-comatose state, with their bodies shutting down from heat, dehydration, and exhaustion. And it's easy to understand how they got themselves into such a state, due to swimming, biking, and running more than 140 miles in the Hawaiian heat.

What may *not* be quite so easy to understand is that when you ride long distances in intense heat (say, on your way to Sturgis) something similar is happening in *your* body. The effect is smaller, of course, but the same forces are at work. And the potential consequences can be just as severe.

Dehydration, heat exhaustion, and heatstroke are serious matters, and can sneak

up on you before you're aware of what's happening. So it pays to know the warning signs, how to react when you experience them, and, most importantly, how to prevent them from happening in the first place.

Skin Is Not In

One of the most common mistakes of riding in the heat is thinking that exposing more skin by wearing less clothing will help you cool off. And while riding in a T-shirt or tank top may help you *feel* a little cooler in the short run, it's bad practice for the long haul.

For starters – and this may seem obvious – more exposed skin puts you at greater risk for painful sunburn. Overexposure to sun also increases your risk of certain types of skin cancer and can lead to premature aging of your skin. And let's face it: While it works for some people, not all of us are in a hurry to sport that “grizzled biker” look!

The risks presented by sun exposure can, of course, be reduced by liberal application of a quality sunscreen. And even if you're wearing full riding gear, be sure not to overlook places like the back of your neck, your face, the backs of your hands, and your throat. Do the sleeves of your riding jacket ride up at all when you reach for the handlebars? If so, check and make sure that sliver of bare wrist between your sleeve and glove isn't taken for granted.

But sunscreen won't do anything for a potentially more serious problem: dehydration.

When you ride in the heat – particularly when you go without a fairing or windshield – the wind in your face draws moisture from exposed skin, even as it provides a cooling sensation. This helps deplete your body's water supply. The old axiom “Drink before you feel thirsty” certainly holds true on a motorcycle trip. If you wait until you start feeling symptoms of dehydration, such as leg cramps or a racing heart, it may be too late to keep it from getting worse before it gets better.

A good rule of thumb is to drink at least eight ounces of water every hour while

you're riding in the heat – a full pint, 16 ounces, would be even better. Plain water is best, but sports drinks are a good option. However, since you're not burning a lot of calories on your motorcycle (unlike those triathletes), replacing your electrolytes and “refueling” are not as critical. Plain old H₂O is what your body needs most.

When your body starts to run low on fluids, it loses some of its ability to cool itself through the evaporation of sweat, and a process called “vasodilation” begins. This simply means that the blood vessels near your skin get larger, resulting in increased blood flow closer to the surface, which helps dissipate heat. The problem is, this results in *decreased* blood flow to other important body parts, such as your muscles and your brain.

That's when the big problems begin. Headaches, cramps, dizziness, nausea, and weakness are all symptoms of heat exhaustion. If you start to experience any of these, get off the road, find some shade (or air-conditioning), and plenty of water. Drink it. Pour it on your head and neck. Do whatever you can to lower your core temperature. Lie down if you need to and elevate your feet to help increase blood flow to your brain.

If you ignore these symptoms and keep going, you may find yourself with a case of heatstroke. With heatstroke, your brain has started to lose the ability to tell your body how to cool itself. Convulsions and unconsciousness may result, along with serious long-term complications or even death. Heatstroke is a medical emergency and not something to mess around with. If you or anyone you're riding with begins to show these symptoms, summon medical help immediately.

So, do we have your attention now?

The Big Cover-up

The bottom line is *stay hydrated!* And it's better to be covered than uncovered when riding in high temperatures (for other safety-related reasons, as well). Fortunately, today's modern motorcycle gear offers a lot of options to help you stay cool in the heat.

Even something as simple as a long-sleeve T-shirt can help quite a bit. It covers a lot of skin surface to reduce evaporation and will keep your arms protected from the sun. But it doesn't provide much, if anything, in the way of abrasion protection in the event of an accident.

Other tips include wearing a wet bandana around your neck or under your helmet to help draw heat from your body. Re-soak it with cool water at every opportunity. Harley-Davidson even makes a highly functional “hydration vest,” which is lined with special crystals that absorb and hold water to keep you cool as you ride.

Dehydration, heat exhaustion, and heatstroke are serious matters, and can sneak up on you before you're aware of what's happening.

This type of approach can prove critical when riding in extreme heat; that is, temperatures over 100 F, especially when it's dry, as in a desert. That's because once the ambient temperature rises above body temperature (98.6 F), the wind in your face (or on your arms or your neck or wherever) will actually *add* heat to your body. Under these circumstances, resist the temptation to strip down. In fact, it actually makes sense to put *on* your heavier gear and gloves, close those vents, and zip up your jacket all the way to the top to keep your blood insulated from the super-heated air. Sounds brutal, but it helps – especially when used in combination with a wet T-shirt, bandana, or hydration vest.

On the other hand, sometimes it's best to plan your riding to *avoid* the heat. Get up early and pile up the miles before the sun has a chance to heat things up too much. Make a lot of stops or take a long,

leisurely late-afternoon lunch break to wait out the heat.

And don't assume just because you're riding in what may be considered the “northern reaches” that it won't get hot. States like Oregon and Montana, even though they're located in the *Northern* United States, have large stretches of “high desert,” where the thin, dry, high-altitude air gives the sun's energy a more direct pathway to the ground. Trust me, it can get plenty hot “up” there.

Finally, don't forget your trusty mount when riding in the heat. Your Harley-Davidson® motorcycle is air-cooled

so it relies on a steady stream of air to stay at the proper operating temperature. Idling for long periods of time in high temperatures, such as when you're stuck in traffic, can cause engine oil to break down prematurely and cause engine damage. So make extra sure you keep up with your oil changes when it's hot and talk to your dealer to make sure you're using the recommended grade.

Remember: For both you *and* your motorcycle, taking proper measures when riding in the heat is not just about staying comfortable, it's about staying safe. And there are no medals to be won by crawling across the “finish line” in a crumpled heap.

Play it smart, take your time, and get where you're going with energy to spare.

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MOTORCYCLE RALLY

A PORTFOLIO BY
MICHAEL LICHTER





THE ONE AND ONLY (*opening spread*) “There was never anyone like George before and there will never be another one. He really had two lives: one before he went to prison (he was there for nine years) and the one after he got out. He loved motorcycles because that was his way of realizing he was free from the bars that locked him up.” — Billy Lane on George Jupin (2001). **EARLY MORNING** (*opposite, top*) I arrived in Sturgis for my first Bike Week just in time for the all-night party that happened every night in City Park. This, then, was my first morning in Sturgis (1979). **ON FIRE** (*opposite, bottom*) Paul Yaffe lights up during a Biker Build-off in Sundance, Wyoming on “Wyoming Wednesday” during the Sturgis rally (2003). **CAUGHT IN THE LIGHT** (*left*) A wild buck out of its element; torn skin, muscles flexed for flight, startled by the light, late one night on Main Street (1992). **ON THE HORN** (*below*) A gathering in the City Park campground (1979). »

MICHAEL LICHTER believes Sturgis is “magic.” Not just in the sense that special things happen there, but in a mystical, Native American kind of way. If anybody should know, it’s him. He’s been going to the granddaddy of all motorcycle rallies every year since 1979. He says he’s seen a bit of everything but still sees something new every time. What he’s captured on film and in pixels since then has filled books and magazines. More importantly, it’s fueled imaginations. It has inspired. And it has chronicled what makes this special event and the surrounding area emblematic of what to many is the *real* America. “It’s a microcosm of this country,” he says. “Everyone should go there.” More specifically, everyone should *ride* there. And everyone should go *back*. Because you never know when magic will happen.





“I FEEL LIKE SATAN COMING OUT FROM THE DEPTHS OF HELL, COMING THROUGH THE SMOKE.”

—NICK FREDELLA, ON DOING A BURNOUT

PUPPY AND BEAR BUTTE (*opposite*) I have photographed quite a few bikers surfing like this, but in this frame, Puppy exudes the spirit of what biking is all about as he rides past Bear Butte. A friend of mine captured that spirit when she looked at this image and said, “Feel the Freedom” (1994). **AT THE BAKER BURNOUTS** (*above*) Bill Dodge challenging a judge’s call during the Baker Burnout Competition at the Buffalo Chip (2009). **NICK’S ECSTASY** (*left*) “I feel like Satan coming out from the depths of hell, coming through the smoke.” —Nick Fredella, on doing a burnout (2002). »



HOT TOWN, SUMMER IN THE CITY Taken during the 50th anniversary rally. It was so hot and there were so many bikes on Main Street that by late afternoon the bottoms of your boots stuck to the asphalt (1990). »

Michael Lichter: Sturgis

“MOTORCYCLING TEASES US WITH THE FREEDOM TO BE ON THE ROAD.”

—MICHAEL LICHTER

CHRISTOPHER'S FLAG (*right*) We walked together to Christopher's flag where Matt and Chas blew taps. Surrounded by a sad sea of flags, one for each soldier, it became emotional. As the sound of flags flapping returned, Christopher's mom gave each of us a hug. There were tears all around (2006). **HOME ON THE RANGE** (*below*) A bike, a tent, and the open plains. Motorcycling teases us with the freedom to be on the road, stop when and where we want to, and slow down and experience the world firsthand (1988).



SEE MORE of Michael's work – including his 30th anniversary Sturgis exhibit – at www.lichterphoto.com.

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NEW HEIGHTS

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for

SPORTSTER® SUPERLOW™

LOW RIDERS

At first glance, it may look somewhat familiar. But with a new suspension geometry, gas tank, handlebar, wheels, tires, and more, the XL 883L SuperLow takes low-riding performance to a whole new level.

BY DAIN GINGERELLI



LOOKS CAN BE DECEIVING.

Take the 2011 Sportster® SuperLow,[™] for instance. At first glance, it may appear to be simply a makeover of the XL 883L Sportster® 883 Low, retaining the basic looks of a very popular model among Harley-Davidson customers. To be sure, there's a significant difference in styling, the 2011 model checking in with a distinctive profile, attributed mainly to the new gas tank and reconfigured handlebar rise. The wheels are new, too, offering a lighter, livelier look. And then there's that new name – SuperLow.

Now here's the catch: In reality, the SuperLow is an all-new model that's only based on the low-rider theme. Moreover, the end product is miles better than the bike it replaces. In terms of styling and ride performance, the SuperLow is, indeed, a super bike.

"It's a whole new bike for us," explains Greg Falkner, the SuperLow's project manager. The end product, he touts, is an entry-level bike that performs so well that many first-time buyers won't necessarily want to trade up to a more expensive model over time. This bike should continue to suit them just fine as their riding experience improves. In short, the SuperLow – a bike developed for people with short inseams – offers the same smooth ride you'd expect from a bike with longer travel suspension. Here's the deal: Usually, to set a bike low to the

ground – like the XL 883L Low that it replaces, the seat of the SuperLow is 25.5 inches off the deck – a bike's overall ride suffers. Shorter frame height usually translates to less suspension travel, and that, in turn, equates to a harsher ride because the bike's suspenders are more prone to bottoming over severe road bumps and potholes.

"We found a way around that," explains Falkner, "by making room under the rear fender for more wheel travel." A look at the specifications helps clarify what Falkner talks about. The new split 5-spoke wheels are wrapped with Michelin® radial tires developed expressly for the SuperLow. The low-profile radial rear allows for more wheel travel under the fender, so the engineers were able to develop a set of longer-travel shock absorbers for the SuperLow project. The new shocks are about 5/8-inch longer than the Low's, plus they have recalibrated damping rates to help smooth the ride. You'll especially feel the difference on the compression stroke where the new shocks and springs do a much better job of soaking up the bumps.

There's also a new, softer solo seat. True, at a glance it appears to be the same stylish, tapered saddle equipped on the XL 883L Low, but it's not. It's actually a better, softer seat. Here's how the design team accomplished that: First they relocated the Electronic Control Module (ECM) from under the seat to a point

behind the rear cylinder. The vacant space made way for more padding in the seat itself, in terms of elevating rider comfort but not the rider. One set on the saddle of the SuperLow is all it takes to realize just how improved the new seat is for a rider.

The SuperLow design team wasn't finished. Not by a long shot. Next they gave the front end a subtle facelift. Like the shocks, the fork legs have recalibrated settings, so the springs are less apt to bottom out. New triple trees spread the legs out ever so slightly for the new lighter-weight wheel, in the process giving the bike a more masculine look. In addition, the steering head angle and trail were slightly altered to maintain the neutral turn-in attitude found on all Sportster® models. It's what Harley-Davidson's engineers describe as "intuitive handling," meaning the bike responds to rider input in an almost programmed manner. That's especially important considering the SuperLow's primary audience of newer, less-experienced riders.

Before you swing a leg over the SuperLow's seat to go for a test ride, check out the handlebar. Harley-Davidson's Styling team scored another double-play here. First, the bar's rise favors the ape-hanger style that's so popular today among Harley® riders. But function didn't take a backseat to form, so the SuperLow's ergonomics feel even less cramped than the Low's. Your arms maintain a relaxed stretch to reach the patented small-diameter handgrips found on all Sportster models, and the new seat is placed slightly rearward on the frame so there's more legroom available. The relocated seat also makes room for the SuperLow's new gas tank. The new tank is a little longer than the old 3.3-gallon peanut-style that it replaces, plus it holds more fuel. In fact, the SuperLow can carry up to 4.5-gallons of gas – this is the same stylish gas tank found on the Custom models. "It gives the bike a lower, sleeker look," says Falkner, "and more riding range." Again, function benefited when form was addressed. Not a bad deal.

Our walk-around complete, it's time to saddle up to take the SuperLow for a spin. It shares the same responsive 883 cc engine



SUPER LOWDOWN

Engine An air-cooled Evolution® 883 cc V-Twin engine with Electronic Sequential Port Fuel Injection (ESPFI), rated at 55 ft.-lbs. peak torque at 3500 rpm, has a broad powerband for easy getaway from a stop and smooth power out of corners.

Drivetrain The 68/29 (2.34:1) final drive ratio is matched to the rear tire diameter and promotes smooth acceleration away from a stop and at low speeds.

Wheels Equipped with Black, Split 5-spoke with Machined Rim wheels front and rear. Front wheel is 18 x 3.5 inches; rear is 17 x 4.5 inches.

Tires Michelin® Scorcher 11 radial tires are designed specifically for the SuperLow. Front tire is 120/70ZR18; rear is 150/60ZR17.

Fork 39 mm Showa® fork with 4.1 inches travel.

Shocks Coil-over, preload adjustable rear shocks with 2.5 inches of wheel travel.

Seat Seat height is 25.5 inches. Solo seat has a deep bucket shape and is easy to straddle.

Handlebar The handlebar has a wide, flat bend that places the hand grips and controls in a natural riding position for outstanding control and comfort.

Fuel Tank The 4.5-gallon fuel tank offers extended range and helps give the SuperLow a low-profile appearance.


Foot Controls Mid-mount foot controls.

as the Low, so after the ECM spools up the electronic fuel injection, give the electric starter's thumb button a soft push. The motor fires right up, quickly settling into a gentle idle. A few moments to let the engine warm up to operating temperature, click the five-speed transmission into gear, release the easy-pull clutch lever, and you're off.

Acceleration is smooth, but the engineers made it even smoother by reducing the final-drive gearing (in effect, the final-drive ratio number is higher). The lower gearing also makes it easier to throttle through parking lots and such, and roll-on power in the mid-rpm range is more responsive to the rider's commands. Those stacked dual exhaust pipes also emit a wonderful bellowing sound, especially in the mid-to-upper rpm range, where that four-cam engine always sounds so sweet – much like its racing cousin, the XR750.

Cruising at 65-70 mph delivers up to 50 miles per gallon, so the riding range can surpass 200 miles on a tank of gas. The ergonomics are so good that 200 miles on the SuperLow should present little discomfort to most riders, especially those weighing less than 150 pounds. The bike glides over most bumps and portions of broken pavement, but keep in mind that despite the improvements the SuperLow is a bike with abbreviated suspension; Harley-Davidson's engineers can defy the laws of physics to a point, but they can't break those same laws. Eventually reality catches up!

But for the most part the new SuperLow lives up to its intended task of delivering a smooth, comfortable ride for people wanting a bike with a low seat height. As you expect in a low-riding bike, cornering lean angle is restricted, but the SuperLow's footpeg feelers quickly warn you when you're approaching the lean limit. Otherwise, the SuperLow delivers a ride that you can expect from any motorcycle, no matter the model name.

The SuperLow may resemble the XL 883L, the model that it replaces, but make no mistake about it – this is an all-new model. It's a super-low model that's intended for people wanting an easy-to-ride bike that lets them place both feet firmly on the pavement at stops. 



ULTRA VERSUS ULTRA

A HEATED EXCHANGE IN
THE CALIFORNIA DESERT

STORY **REG KITTRELLE**
PHOTOS **WES ALLISON**

THE ANZA-BORREGO DESERT lay a couple thousand feet below us. Vast, arid, and often hotter than the gates of hell, its sparse population of hardy summer souls adhere to a strict “walk slow, drink lots of water, and stay inside” rule set. For reasons only riders understand, we were ignoring two of those good ideas with only the water being the rule in play. A glance at the air temp gauge showed the wisdom of water as the needle was buried at the 120-degree end of the scale. I was astride the new-for-2011 Road Glide® Ultra, with HOG® Editor Matt King along on a 2010 Electra Glide® Ultra Limited. Noel Coward once wrote, “Mad dogs and Englishmen go out in the midday sun.” Given that Matt and I are born and bred Americans, well, you see what category we’re in.

When last year’s Road Glide® Custom was introduced, I took the opportunity to whine about it to just about anyone I could collar. Not because I didn’t *like* the Custom (I did) but because it replaced the standard Road Glide, my decade-long favorite of the Harley-Davidson® Touring models, and a motorcycle on which I’ve traveled tens of thousands of miles, often on roads – and non-roads – that required a bit more lean angle than offered by the slammed Custom. Now, with the 2011 Road Glide Ultra, my whining has turned to cheers.

MORE THAN A FEW RIDERS HAVE BEEN SURPRISED AT JUST HOW MUCH FUN RIDING A HARLEY TOURING MODEL CAN BE

Until now, “Ultra” has been reserved for the Electra Glide® models, but with the introduction of the Road Glide Ultra, not only does this put the bike on par with its “bat-winged” siblings, but it actually pulls ahead, literally, at the power end of things. This because the Twin Cam 103™ motor resides within its chassis, a motor which is not available as standard equipment on Electra Glide Ultra motorcycles other than the Limited (see sidebar).

I took to the Limited immediately when it was introduced, feeling that the Twin Cam 103 helped provide a good overall balance of weight, power, handling, and gas mileage. Now, with this same 103 cubic inch (1690 cc) motor in the Road Glide, I’m further convinced of its benefits. The Road Glide Ultra is more than just the bigger motor, however, as it comes fully equipped with a King Tour-Pak®, vented fairing lowers; cruise control; and a four-speaker, 80-watt Harman/Kardon® Advanced Audio System which includes a CD/MP3 player and a CB/intercom system with headset. Also notable is that the Twin Cam 103 is part of the PowerPak, which additionally includes ABS brakes and the H-D® Smart Security System.

In other words, everything that has been exclusive to the Electra Glide Ultra models to this point, *plus* the Twin Cam 103. With this 2011 Road Glide Ultra all dressed up and powered up, I was more than a little antsy to get it out on the road.

We left the Los Angeles area shortly after noon, heading out for our first night’s rest in Borrego Springs, about 170 miles distant. Fighting freeway traffic is never fun, but it was instructive in this case in that it immediately showed the benefits of 102 ft.-lbs. of torque. This is close to 10 percent more than with the Twin Cam 96™ motor, and makes it a cinch to devour on-ramps and squirt around slower traffic. Also significant was the overall smoothness of the ride; there was no vibration or buzz felt, and the mirrors are easily read.

We shed ourselves of the freeway in Temecula and headed out on State Highway 79 to County Highway S22 to Borrego Springs. This combination of excellent two-lane pavement with a multitude of twists and turns was a joy to ride. With its broad band of ample torque it was easy to get into a graceful rhythm of tying the turns together. While no one would claim the Harley®

Touring models as sportbikes, they certainly can be ridden in a sporting manner. The key is to find a comfortable pace that carries your speed through the turns with a minimum of braking. If you become too aggressive, the excellent Brembo® brakes haul you back down, drama free. More than a few riders have been surprised at just how much fun riding a Harley Touring model through the winding roads can be.

After passing Ranchita on S22, both the road and the temperature began to climb. While the grade added to the fun, the temperature had me concerned for two reasons. One, air-cooled motors, in particular, are heat pumps, and the larger the motor the more heat it pumps out. My second concern was that the fairing lowers would have insufficient

air flow. Lowers are great in winter weather, but I was a little leery of them in the heat we were experiencing. Compounding these potential problems were our photography needs. Let me let you in on a little secret: Those beautiful pictures you see here take a lot of work. Good photographers seldom are satisfied with just a few passes on a turn or two. Often an hour or more will be spent riding the same short section, with this being repeated every time the “shooter” finds yet another curve or view to his liking (and they go particularly nuts when the sun is setting; “We’re losing the light! We’re losing the light!”). These short hops and multiple U-turns don’t always feed motors enough air to keep them happy, but this hot work did not bother the Road Glide® in the least. There was never

a hesitation, burp, snort, or otherwise rude action from the motor and/or fuel injection. And those lowers? A complete non-issue as their ventilation system worked as designed. No longer need you remove the lowers once the hot weather hits. I came away from this motorcycle very impressed with the heat management engineering that went into it.

When Harley-Davidson introduced the new Touring chassis in model year 2009, it was welcomed by all and most certainly by me. Its improved construction provides a tight and responsive ride. There was a slight downside to it, though, for us more compact (okay, short) riders; the seat was broader at the front than in the past, causing you to splay your legs wider, effectively making the reach to the ground longer.

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TOURING'S TRIFECTA

FOR THOSE TOURING riders who have asked for more power and ABS, Harley-Davidson has delivered both (along with the Smart Security System) for the 2011 model year.

Called PowerPak, the three-in-one package includes the Twin Cam 103™ engine, ABS, and the H-D Smart Security System. It graces all 2011 Road King® Classic, Electra Glide® Ultra Limited, and Road Glide® Ultra models, and is a factory-installed option on the Street Glide® and Road Glide® Custom.

Displacing 1690 cc via larger-bore pistons/cylinders, the Twin Cam 103 pumps out 102 ft.-lbs. of torque at 3500 rpm, a nearly 10-percent bump compared to the Twin Cam 96™ and answers the call for added passing and hill-climbing performance, especially with a passenger and cargo.

Explained in full detail on Pages 56-57, the H-D Anti-lock Braking System (ABS) helps the rider maintain control during braking events, especially during less-than-optimal conditions, while preserving the uncluttered styling around the wheels.

The H-D Smart Security System delivers automatic self-arming and disarming through the Hands Free Fob, which communicates with the security module on an individualized frequency. When the rider switches off the ignition and leaves the proximity of the motorcycle, the Smart Security System disables the vehicle starter, ignition, and electronic fuel injection. When the rider returns, those systems are automatically enabled again.

PowerPak bundles all three systems into a single package, adding \$1,995 MSRP when equipped on the Street Glide and Road Glide Custom.

“Many of our Touring riders have requested the Twin Cam 103 on additional models, especially after test riding it on the 2010 Electra Glide Ultra Limited,” said Michael Goche, Product Planning Manager at Harley-Davidson. “Most of those customers also want the added peace of mind of ABS and Smart Security. By bundling them in PowerPak, we’ve added great value to the features these riders demand.”



For 2011, the Road Glide® (and all the Touring models) feature a reshaped one-piece seat which not only improves back support but also offers a narrower nose, making the ground all that closer to your feet.

Since its inception in 1998, the signature feature of the Road Glide has been its frame-mounted “shark-nose” fairing, rather than the “bat-wing,” handlebar-mounted unit found on Electra Glide motorcycles. If you ask a group of riders which they prefer, which they believe is better, you’ll need to prepare yourself for a long discussion as each has its strong proponents. So ... which is better? Short answer? Both. I didn’t wimp out on you here, because most of the opinions you’ll hear regarding this are just that, opinions. Neither motorcycle has shown to be factually faster, to handle better, or offer superior weather protection. However, the riding experience is different and the front-end style certainly so. As is often the case with the majority of things we buy, it really depends upon what we like. While the spec charts and graphs are important, what’s even more so is how we respond emotionally to motorcycles. I know that statement won’t make a lot of riders happy, so I’ll give you my impression after years of putting saddle time on both. As I implied earlier, I’m not an NBA candidate what with my 5-foot, 8-inch height and 30-inch inseam. These stats are important, as one of the measurable differences between the two is ergonomic.

Specifically, I feel like I’m sitting *on* an Electra Glide but *in* a Road Glide. There are three reasons for this. First, the larger size of the Road Glide fairing is more encompassing. Secondly, the seat-to-handlebar reach on the Road Glide is slightly greater, putting me in a more leaned-forward position. Oddly enough, while I think the Electra Glide better suited for shorter riders like myself, I prefer the Road Glide.

The third reason is at the core of why many riders prefer the Electra Glide. The “bat-wing” fairing on the Electra Glide is mounted to the forks and handlebar assembly, thus it turns when the bars are turned. The Road Glide’s “shark-nose” fairing, however, is mounted to the frame and stays stationary when you turn. This can be a bit disconcerting to riders who have never ridden with a frame-mounted fairing. Getting used to this generally takes no more than a ride or two.

One of the reasons I prefer the Road Glide is that its stationary fairing offers a larger dash area and includes a handy “glove box” on each side. On the other hand, I find it easier to make U-turns on the Electra Glide models. The bottom line on this “shark” vs. “bat” discussion is to try them both. I think you’ll find you will respond more positively to one or the other, and that will make your choice easier.

If photographers like anything better than late-afternoon light it’s early-morning light, so we were up the next day early

enough to keep our “shooter” happy and headed south toward Campo on the California-Mexico border. Our route took us on State Highway 78 to lunch in Julian, then over 6,000-foot Mt. Laguna on County Highway S1, then on down to Campo to the Motor Transport Museum of San Diego. If you find yourself in this part of the country, don’t miss this museum (www.motortransportmuseum.org). Devoted almost entirely to trucks of the past 90-some years, it’s a fascinating treasure trove/junkyard.

As Campo was the turn-around point of our trip – and schedules had to be met – we hightailed it back to Los Angeles on the interstate. While not as fun as the many winding roads that kept us busy for a couple days, the long, fast stretches of straight highway did give me time to think about this new Road Glide®. While doing so it dawned on me that I had “heard” nothing from the rear suspension. It just did its job of handling the good, the bad, and the awful that make up our highways. *My Road Glide is back.* **HOG**





When *HOG*® magazine asked what kind of ride I could do with a hundred bucks I said “I’ll ride across America.” It was March and there was still a foot and a half of snow on the ground, but I was in need of a good ride after a long winter. The editor told me not to get carried away so I turned an easy one-day ride into a relaxing two-day trip. The clouds parted and the sun emerged, but my newest Pan-Shovel project wasn’t ready for the journey. So I mounted my battle-scarred horse and took her on a farewell ride before disassembling her for a complete overhaul. I’ve crisscrossed the U.S. on my chopped Ironhead with little money in my pocket and learned a lot from people I’ve met along the way. Like Brother Speed, who would leave on his bike without a dime in his pocket. His motto: “I rely on the kindness of strangers.”

When I’m on the run, I roll with the hills, letting the wind take me wherever it feels right. My body and bike always seem to be pulled west. I figured I’d leave Genoa, Illinois and follow the sun until I hit the great Mississippi River. I’d glide over it, then head south until I came to a good place to cross and let the sun hit my back. I’d avoid major highways at all costs. I’d rather blast down neglected back roads and spring soft gravel roads to avoid minivans hauling their litters.

I took out a map and put some pins on a few locations, then connected the dots. My goal was to see few other humans on this pony express. I made simple notes of these places and the roads that would get me to them, but the route wasn’t really important. If I saw an intriguing road, I’d take it. I’d figure out the rest later. I had \$100 to spend, but I went about the trip as I would any other. I try to keep my only expense to the fluids that make my machine move. If you travel as cheaply as I do, hotels and steak dinners aren’t an option. I pack my bike with a jar of peanut butter and put four slices of bread in the pocket of my vest. My shelter on the road consists of a tarp and two stakes. Just roll the bike over one end of the tarp, stake down the middle, flip it over the bike, and hold the other side down with bungees.

I pack light for long trips so only things that keep me moving and warm are strapped to the bike. I lay my tarp out along with a heavy sleeping bag and an extra blanket, and roll my tool bag, some aluminum foil, bottles of whisky, and spare gasoline into a tight roll. The emergency gas and whisky are good to have on lesser-known paths, and both can quickly ignite some warmth on a cold night. In addition to my tools, I carry an extra set of inner tubes, plugs, points, condenser, coil, and voltage regulator.

With the straps tightened, I headed west. I made a quick stop for fuel and a big jug of oil. Last year’s riding did a number on my top end, and she’s old enough to smoke but drinks more oil than I’d prefer. I was back on the trail with the cold cutting my cheeks and the wind pounding in my ears. Watering holes and chicken coops are not my dig. It’s about the ride and the experiences between places of rest. I like to be lost in the resonance of my motor while the sun strobes orange rays through the tree limbs. Pavement turned to gravel, and I was lost in a perfect place. It was only me, an unknown path, and the vultures that circled my halo. I was somewhere north of the Illinois border when I decided to sit back and relax on a chair that somebody discarded in a ditch. I took

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\$100 Rides

in the fresh air and warm sunshine. It seemed to be the greatest day of my life until I went to start my bike. The battery was nearly dead. I smiled at the turkey vultures and started kicking ... nothing. So I sat back in my easy chair for awhile. She had never left me stranded, and this wasn't going to be the first. A few more tender loving kicks, and she fired up. The plan was to run without lights and not shut down until civilization. She puffed smoke signals all the way to Galena.

Upon further inspection, the bike would charge the battery if I ran without headlights. I checked out Galena but there were too many people around for a recluse like me. I rode some back roads until the sun laid low, then stopped at a general store and bought some ground beef, potatoes, carrots, onions, and firewood. I found an open field off a gravel road and set up camp. It was getting cold fast so I made a small fire, wrapped the edibles in foil, and threw it on the flames. It made for a fantastic meal. I mapped the stars before my head hit the boot for the night.

I couldn't have been happier to see the sun the next morning. I shook off the frost and headed for Iowa. Every wrong turn ended up right. I was just about out of gas when I ran into a little gas station with mechanical pumps. The attendant pointed me in the right direction to Savanna. I made stops at White Pines and Lowden Park in Oregon to see the Blackhawk statue. These are places I remember from my childhood and always enjoy returning to. The sun was setting, and my charging system wasn't going to keep up with my lights so I blasted home.



In two days on the road, I covered 450 miles, saw some amazing places, and only spent 55 bucks. I put 20 in the gas tank, 10 in the oil tank, 10 into my body for nourishment and hydration, and the last 15 bought some firewood and whisky to keep the cold off my back.

I've been told that I "live life large," which makes me laugh. If living large means surviving on a jar of peanut butter and sleeping in ditches then, yes, I live it large. I guess the point is that it doesn't take much money to enjoy life. My \$55 ride was a real bargain considering what it did for my body and soul.

The \$100 Challenge

If you have a \$100 Ride story to share, we want to hear it. If it appears in HOG® magazine, we'll even foot the bill – in the form of a \$100 Harley-Davidson™ Gift Card. Keep your story to 750 words or less, including a list of your expenses. We also need photography from your adventure, including a photo of you. E-mail your submission with “\$100 Rides” as the subject line to hogmagazine@harley-davidson.com.

THE BOTTOM LINE

FOOD	\$08
WATER	\$02
GAS	\$20
OIL	\$10
WOOD	\$06
WHISKY	\$09

TRIP TOTAL \$55

AUTH # : 11111111111111111111
OO APPROVED - THANK YOU



SPORTSTER® XR1200X™

HONED TO A SHARPER EDGE

By John Sandberg • Photos by Brian J. Nelson and Tom Riles

The image of Scott Parker backing an XR into the corner – his razor-sharp skill on full display and punctuated by the resonant echo of the Big Twin being wrung out in its full glory – is as powerful now as it was nearly 20 years ago, when the duo dominated dirt track racing like no other man/machine in history.

This time, however, Parker is showing off his supreme confidence at Road America in Elkhart Lake, Wisconsin, and the XR underneath him is the new-for-2011 1200X, a racier version of the Sportster® XR1200™ street tracker thanks to upgraded Showa® suspension components and Nissin® brakes.

Parker aboard a Harley-Davidson® XR, hanging it out on a racetrack in the American heartland, is a joy to behold. All is right in the world, and all is right on the sportier XR1200X.™

Here's what's new on the replacement for the XR1200:

The suspension upgrade includes the 43 mm Showa Big Piston Front fork (BPF), which features a large-diameter BPF internal piston that enables reduced damping pressure, translating into smoother action and improved rider feedback. Having eliminated many of the internal components used in a standard cartridge-style fork, the BPF is lighter and features adjustable rebound/compression via external screws. Spring preload is also externally adjustable.

At the back, fully adjustable, remote-reservoir Showa shocks with 36 mm internal floating pistons deliver more consistent damping performance than the non-reservoir (and preload adjustable only) counterparts on the first-gen XR1200.

Some of the best damping that money can buy, the Showa suspension package comes calibrated for optimized control in sport-riding conditions and for excellent rider feedback.

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Complementing the smoother, more adjustable Showa® suspension components are upgraded dual full-floating Nissin® 4-piston caliper brakes with large 292 mm rotors. “Incredible!” is how Parker described the brakes after his first dozen laps on the track at Road America.

The balance of the purpose-built XR1200X™ is identical to the 1200 it has replaced and is definitely worth revisiting.

Its pumped-up, isolation-mounted XL Evolution® 1200 cc V-Twin engine employs high 10.0:1 compression, performance cams, an electronically controlled active intake system, and downdraft Electronic Sequential Port Fuel Injection to deliver 74 ft.-lbs. of torque at 4000 rpm, and strong acceleration through its 5-speed transmission. The extra horsepower requires extra cooling via precision oil-cooled cylinder heads and large-capacity oil cooler. Along with the high-volume 2-1-2 straight-shot exhaust system, the 1200X’s powertrain is finished in satin black to further emphasize its added muscle.

Lightweight 3-spoke cast aluminum wheels (18-inch front/17-inch rear) are finished in gloss black with an orange pinstripe around the rim, and capped with Dunlop® Qualifier D209 tires designed specifically for the XR model.

A wide, low-rise handlebar pays homage to its dirt-track racing roots and delivers excellent leverage when flicking the X into a tight corner.

In another example of form-follows-function, the XR’s cast-aluminum swingarm is ultra light and ultra rigid to maximize cornering control and rider feedback, yet is also stunning to look at.

Speaking to the Scott Parker lurking in all of us, rear-set footpegs and the upswept dual mufflers contribute to the XR’s 39-degree lean angle.

The goal with the XR’s design and component spec was to make a positive connection between the rider and motorcycle. By focusing on the suspension, steering, and reduced unsprung weight, Harley-Davidson has produced a motorcycle that feels light, responsive, and confidence inspiring. It combines the purposefulness of a race motorcycle but is tame enough for the street.

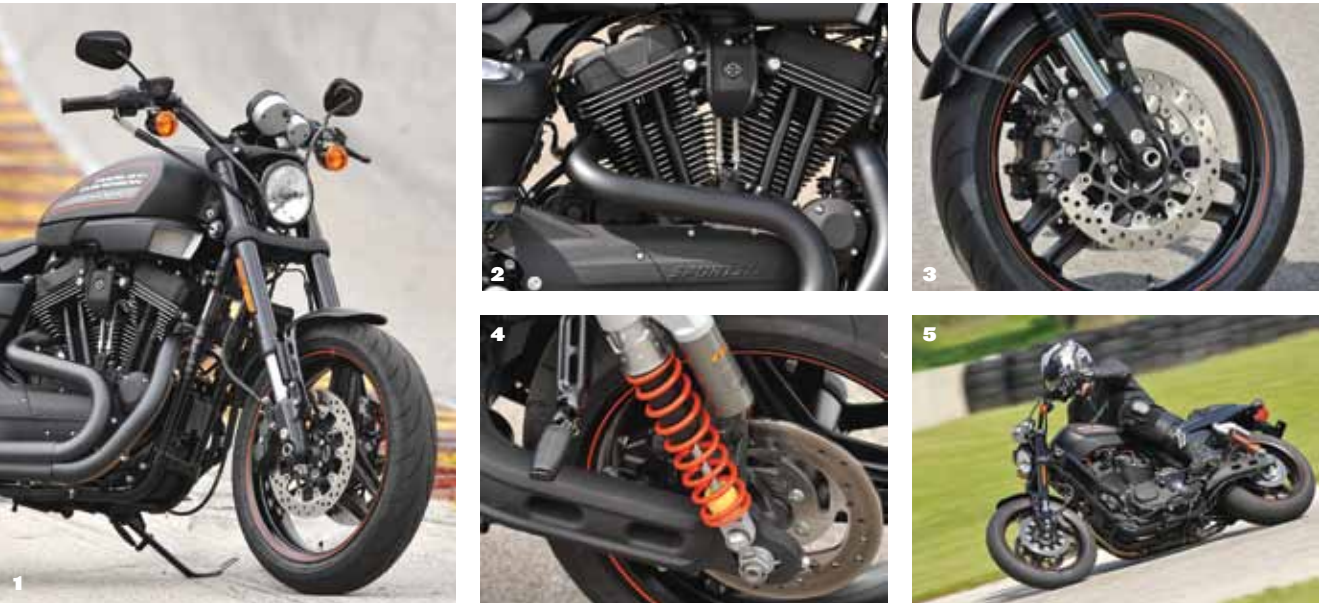
And it’s a motorcycle that looks as race-inspired as it rides. It’s no coincidence the XR1200X’s styling borrows heavily from the XR750 that Parker and hundreds of other dirt track racers have used to dominate flat tracks for the past 40 years. Available in Black Denim or White Hot Denim, the XR1200X comes with no unnecessary styling flourishes, no unneeded do-dads. The tank, rear fender, and seat are very familiar to race fans, and particularly to Parker.

PARKER SPEAKS

So on this June day it was no surprise to see Parker don his race leathers, throw a leg over the XR1200X, and proceed to rip around Road America as if he were still tearing up the dirt tracks of North America.

He is, after all, the winningest racer in dirt track history, having notched 94 wins and nine AMA Grand National Championship titles. He also helped develop the original XR1200. Doubtful there’s anyone who’s logged more seat time on the XR marquee, which is why his opinions of the new 1200X are especially insightful.

In Parker’s own words: “Getting on the 1200X reminds me of getting on my XR750 race bike. Even sitting on it feels similar. It has the same upright stature, and the ride height, handlebar height are very close to



1) Unique to the 1200X, the 43 mm Showa Big Piston Front fork is fully adjustable with improved rider feedback. 2) Blacked-out 1200 Evolution powertrain delivers 74 ft.-lbs. of torque. 3) The X is upgraded with dual, full-floating Nissin 4-piston caliper brakes. 4) Fully adjustable, remote-reservoir Showa shocks are also new. 5) Generous 39-degree lean angle and rear-set footpegs are racetrack-worthy.

one another. The 1200 feels a bit narrower than my race bike. The only thing missing is the big air cleaners (laughs). “I feel like I’m set *with* the bike, rather than *in* the bike like with pure sport bikes, which lets me ride aggressively or not depending on what I want.

“Riding it on the track shows more similarities. Letting the clutch out ... I can pull a wheelie with the 1200 just like the XR750.

“In the first five corners I went through, the 1200X™ gave the same neutral, well-balanced ability I’m used to on the race bike. I could ride it to its potential very quickly because it’s so balanced and predictable.

“Acceleration is smooth and strong. If I come out of the corner in too tall of a gear, it has the torque to pull through.

“The tires stay planted on the cement, with excellent feedback when I reach the traction threshold. At 70 mph through the corners [at Road America], it was always predictable.”

How does the 1200X compare with the previous XR1200? “The X is smoother through the corners. And obviously it’s better because you can dial in the suspension calibration to suit your speed, weight, and riding style.”

Any changes you’d like to make on the XR1200X? “I’ll always want more power ... same thing I said about my XR750,” he replied with a grin, proving once again that you can never remove the race from an ex-racer. **HOG**

ROAD RACING THE XR1200™

The success of the H-D® XR1200™ has spawned the AMA Pro Vance & Hines® XR1200 Series, a five-race championship featuring specially modified XR1200 bikes competing in road races throughout the United States.

The spec-bike class utilizes an official Vance & Hines kit which consists of a V&H exhaust system, fuel management system, bodywork, 17-inch front wheel, steering damper, and other small details, plus spec Dunlop® tires and Sunoco® fuel.

The goal is a cost-effective class that showcases excellent racing from a storied brand. And if the incredible parity and drama of the season’s first race at Road America – where Bruce Rossmeier’s Daytona Racing/RMR rider Danny Eslick took a thrilling victory over teammate Jake Holden – is any indication, this might be the most exciting class in AMA Pro Racing. There will even be a *HOG*® magazine/V&H-sponsored XR1200 at each event, with a rotating list of riders!

In addition to the Road America and Mid-Ohio stops, the class will be featured at VIRginia International Raceway (August 13-15), New Jersey Motorsports Park (September 3-5), and Barber Motorsports Park (September 24-26).

Visit www.amaproring.com for more information.

2011 XR1200X™ SPECS

Seat Height	29.2 in.
Wheelbase	59.8 in.
Tires	
	Front D209 120/70ZR18
	Rear D209 180/55ZR17
Fuel Capacity	3.5 gal.
Oil Capacity	2.8 qts.
Ride Weight	580 lbs.
ENGINE	
Air-cooled, Evolution® with oil-cooled heads	
Electronic Sequential Port Fuel Injection	
Bore x Stroke	3.50 in. x 3.81 in.
Displacement	73.30 cu. in. (1200 cc)
Compression Ratio	10.0:1
Engine Torque	73.91 ft.-lbs. @ 4000 rpm
CHASSIS	
Frame	Mild steel tubular
Swingarm	Aluminum cast
Front Forks	43 mm inverted Showa® BPF
Rear Shocks	Showa remote reservoir, fully adjustable
Brakes	Dual 4-piston, full-floating front; single-piston floating rear
Rotors	11.5 in. (292 mm)
Suspension Travel	
	Front 4.92 in.
	Rear 3.50 in.
Lean Angle	
	Right 39°
	Left 40°

Think you can out-brake an Anti-lock Braking System? Maybe ... sometimes. But for emergency-braking situations when the pressure's on ...

THE BUCK STOPS HERE

FOR 2011, Harley-Davidson expands its inclusion of Anti-lock Braking System (ABS) availability to the entire Softail® line (except the Cross Bones®), offering its immense advantage to riders who want electronically optimized braking on classic rigid suspension-styled motorcycles.

Like the ABS-equipped automobiles the vast majority of us have experience driving, the Softail ABS package enables riders to brake up to the threshold of traction even when conditions are less than optimal, providing a level of consistency and confidence most riders cannot match without it. There are exceptions, of course. A highly skilled rider may be able to outperform ABS in terms of absolute stopping distances in some situations, but even the best riders have difficulty matching the consistency and peace of mind that ABS offers in all conditions. If you occasionally over-brake with the rear; are nervous to strongly use the front brake; or are unsure of the braking traction limits of wet, icy, sandy, or otherwise less-than-perfect road surfaces, then you'll certainly appreciate the advantages of ABS. Here's how Harley-Davidson engineers developed and uniquely incorporated this technology into the latest Softail models.

The progression of ABS for Harley-Davidson® motorcycles began in 2005 with the Police model Road King® and Electra Glide®, and with full-scale availability on the 2008-later VRSC™ and Touring



lines. Judging from riders' appreciation of ABS, it was only a matter of time before its optimal, consistent braking performance would be available on the Softail line.

Yet while the new ABS on the Softail models functions similar to the VRSC and Touring systems, its packaging is different. The reason: styling.

Without a fairing, side covers, saddlebags, or a Tour-Pak® to locate a unitized ABS like on the Touring models, H-D engineers opted to separate the Softail system's electronic control unit (ECU) from each wheel's hydraulic control unit (HCU).

Smaller, separate hardware meant they could be tucked and cloaked in locations where they would be less noticeable. The ECU "brain box" is located in the electrical caddy, just in front of the rear tire. The rear wheel HCU is also placed in front of the rear tire behind the transmission, while the front HCU is sandwiched between the frame down tubes behind the front wheel (or behind the headlight nacelle on CVO™ Softail models).

Like the Touring and VRSC models, the Softail ABS eschews the large, visually unappealing "multi-tooth" tone ring found on other brands' ABS, using instead a tone ring that's embedded in each hub's bearing, with a sensor placed on the axle. Exclusive to H-D, it's a well-hidden system with only a minor section of visible wiring that indicates the presence of ABS.

Turn the ignition on and a telltale ABS backlit icon flashes on the speedo and remains so until the motorcycle starts rolling. When the light goes out, the ABS has completed its diagnostics and is ready to perform. If the light remains on, the ABS is disabled and base brakes will function like a non-ABS bike.

Apply the brakes during normal, non-threshold situations, and the feel is similar to their non-ABS counterparts. It's when the brakes are applied in low-traction conditions that ABS reveals its electronic excellence.

Sensing tire skid when the brakes are applied, the ECU activates the HCU of whichever wheel is experiencing impending skid, sending a rapid series of pulses that maximize braking force without uncontrolled wheel lock.

Each wheel's ABS works independently of the other, meaning that ABS is applied only to the wheel that has exceeded traction. When the anti-lock is activated, you feel pulsation in the lever and/or brake pedal.

It's important to note that when riding ABS-equipped Harley-Davidson motorcycles riders do not "pump" the brakes once ABS activates. Maintaining a strong, steady pressure on the brake lever/pedal optimizes the ABS performance. The H-D® ABS is always on and cannot be turned off.

Calibrating the H-D ABS is a detailed, highly comprehensive process that included testing on a wide variety of road surfaces and conditions. Systems were also tested at a variety of loading

conditions such as single rider, two-up, and with luggage. Thousands of hours of testing and calibration have produced a system that's robust to real-world operating conditions.

For the vast majority of us, ABS-equipped Harley® motorcycles enhance braking performance in less-than-ideal conditions, allowing the rider to approach the limits of traction with greater confidence. This is especially true in low-friction and/or panic situations, where it's most needed.

The ABS has no emotion and does not panic, hence its advantage over the vast majority of motorcyclists.

ABS is an option on all 2011 Softail models except the Cross Bones. It's standard on the Road King® Classic, Electra Glide® Ultra Limited, and Road Glide® Ultra Touring models, plus all CVO Softail and Touring models. And it's an option on all VRSC models. Additional cost for ABS is \$1,195 MSRP, and it comes bundled with the electronic Security Package. ABS is also a key component of the new-for-2011 PowerPak option available on certain Touring models (see Page 46).

Like they did with the Touring and VRSC models, H-D engineers tested the new Softail ABS to ensure compatibility with all Genuine Motor Parts and Accessories wheel and tire options, allowing owners to preserve its functionality while customizing their bikes.

If you have yet to experience an ABS-equipped Harley-Davidson motorcycle, it's worth a trip to your local dealer for a test ride. **HOG**



Stimulus Package!

No new bike this year? So get to your dealer and improve what you've got. Our \$100 "stimulus package" is just the thing.



Market-leading bike care products that have been around for over 25 years ... even supplied to bike manufacturers themselves. (Some of our customers tell us they fooled their friends into thinking their bike was new!) So invest for the future by adding value to your ride with S100 Cycle Care products.

Available at your Harley-Davidson® Dealer. Call 203-488-6569 for a free catalog or visit www.s100.com.



HOUSES



OF THE



HOLY



A REVERENT RIDE THROUGH BLACK HILLS, BIG SKY, AND OTHER SACRED LANDS

STORY AND PHOTOGRAPHY BY GLEN ABBOTT

An undulating ribbon of asphalt, blue skies, and Black Hills stretched beyond the limits of my forward vision and rearview mirrors until I just couldn't stand it anymore ...



... I had to pull over and take pictures. “Everything all right?” the couple on a bright red Electra Glide® shouted above the roar of a passing 18-wheeler as they pulled up alongside me. We were crowded along the edge of I-90 just east of Rapid City, South Dakota, where less than an hour before I’d picked up my Electra Glide – well, mine for the week anyway – a gleaming black 2010 Ultra Classic® from Black Hills Harley-Davidson. After completing the paperwork and running through the bike’s features with H.O.G. Fly & Ride Specialist Trent Gonzalez [see Fly & Ride sidebar], I beat a rapid retreat from Rapid City, thanks both to a lack of traffic and South Dakota’s 75-mph interstate speed limit. Reveling in the Harley® motorcycle’s sweet rumble, riding east into the morning sun, the bright green LED indicator on the speedometer reassured me that sixth gear on the Big Twin’s overdrive transmission was in full effect; green means go, baby!

After taking a couple of photos and assuring the benevolent Banes – Randy and wife, Teri, returning to Ankeny, Iowa from a 2,500-mile round-trip ride through the Black Hills on their

’94 Ultra Classic – that life was great, I resumed my ride into the rapidly rising sun. For Native Americans, each morning signals rebirth and renewal. “The sun represents part of the Morning Star, bringer of a new day, bringer of new life,” Tina Merdanian, an official at Red Cloud Indian School, told me later at Pine Ridge. “We pray by the Morning Star, knowing we are only a small fraction of part of the overall plan.” For the first Americans, nature and natural formations are inextricably woven into their culture’s fabric. On my first trip through parts of South Dakota, Wyoming, and Montana, I planned to touch upon some of the spectacular scenery and sites of significance to both Native Americans and Touring riders. I wanted to road trip respectfully, reveling in the ride while honoring the land’s sacred beauty. Respect is a predominant theme in Native American culture: respect for elders, respect for tradition, and respect for nature. “We believe the land is not ours to own but to be its steward for future generations,” Tina said.

At Wall, I exited the interstate and headed south into the Badlands, called *Mako Sica* in the Lakota’s native language.



Left: Glen and the ‘Glide, Badlands National Park. Above: Forces of erosion continue to shape the park; geologists predict the park’s landforms will be gone within about 500,000 years!

The 244,000-acre Badlands tract was designated a National Monument in 1929 and became a full-fledged National Park in 1978. A portion of the park sits upon the Pine Ridge Reservation, and is co-managed with the Oglala Lakota Nation, who still conduct sacred ceremonies on this land. In bygone days, the tribe roamed throughout the area, hunting bountiful buffalo and game.

I breezed through the edge of Buffalo Gap National Grassland and into the national park, flashing my Annual Pass at the gate [*America the Beautiful – National Parks and Federal Recreational Lands Annual Pass*: \$80. <http://store.usgs.gov/pass/index.html>]. Badlands Loop winds its way through some 40-odd spectacular miles of landscape that is truly a monument to erosion. The pinnacles, spires, and bluffs are constantly changing; the National Park Service says the landscape erodes by about one inch per year. To me, many of the towers resembled children’s seaside sandcastles – if the children who built them were giants. The hills are ringed and colored with yellow, brown, and red soil, which flow together like paint poured from a colossal can.

Leaving the park, I crossed into Pine Ridge Reservation, site of the 1890 Wounded Knee Massacre, one of many somber signposts along the trail of broken treaties and shattered dreams marking the story of Native Americans’ interaction with those who



H.O.G.® FLY & RIDE

AT A SOUVENIR SHOP outside Devils Tower, Wyoming, I met Bob and Kathy Bechdol from Spartanburg, South Carolina. They’re both seasoned touring riders on their second coast-to-coast, 10,000-mile journey through the U.S. and Canada – he on a Heritage Softail® Classic and she on a Sportster® 1200 Custom. Bob, a retired Marine, and Kathy, a respiratory therapist, told me they love getting on their bikes and seeing the country, but next time they want to try something different. “I’ll spend more time at my destination,” he told me. “And you get your choice of bikes. I love my motorcycle, but from now on I’m going to do Fly & Ride.”

If you’re a full or full life H.O.G. member with a valid motorcycle license and at least 25 years old, H.O.G. Fly & Ride is a great way to see the country or the world from the seat of a Harley-Davidson® motorcycle. With a total of 37 U.S. and international locations through authorized Harley-Davidson dealers, you can request the model you’d like to ride (subject to availability), at rates from U.S. \$100-\$125 per day, depending on location.

Contact the H.O.G. office in Milwaukee at least three weeks in advance of your trip (1-800-CLUBHOG) or visit members.hog.com for program details.

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Native American Ride

wished to force them from their land. In the last major clash of the so-called “Indian Wars” of the nineteenth century, Chief Big Foot and 150 to 300 Lakota men, women, and children were killed while attempting to surrender to U.S. troops. Despite its significance and designation as a National Historic Site, the location is not particularly well-marked. The Indians’ mass gravesite and monument sit atop a dusty hill overlooking Wounded Knee Creek. An adjacent cemetery is still used for tribal burials.

Early the next morning after an overnight stay in Pine Ridge, I motored west from the reservation, scooting past miles of peace-



ful prairie, the Black Hills in the distance. On the agenda: Wind Cave National Park and Crazy Horse Memorial. For the Lakota, Wind Cave is the spiritual epicenter of the Black Hills. According to tribal legend, humans emerged from a subterranean village – the Wind Cave – seeking paradise in *Pahá Sápa*, the Black Hills.

Barely inside the boundaries of the National Park, I encountered my first buffalo. I pulled over and left the Electra Glide’s motor running, heedful of the warning signs: “Buffalo are

Dangerous. Do Not Approach.” My adrenaline surged and heart beat faster as I photographed the huge animal while imagining myself comically being chased down the road by an enraged buffalo. Fortunately for me, the buffalo remained oblivious, and I safely resumed my journey.

If you’ve been to Sturgis, you know the Black Hills offers a plethora of pleasant places through which to putter: Spearfish Canyon, Needles Highway, and Norbeck Byway, to name a few. “Each route is a bigger ‘wow’ than the last,” a Road King® rider said at a rest stop. In the heart of the Black Hills at Custer, I followed the signs to Crazy Horse Memorial, a work in progress, where the Oglala leader’s head dramatically erupts from the top of Thunderhead Mountain [see sidebar]. When the memorial is completed, it will portray the warrior astride his stallion, pointing toward his ancestral lands. The site draws in excess of a million visitors – many of them on motorcycles – each year. “I think it captures and symbolizes the pride of Indian people,” an 80-year-old Native American visitor commented.

It was already late afternoon, and I was burnin’ daylight, so I left Crazy Horse, riding north through the historic gold mining and gambling mecca of Deadwood and toward the interstate on which I’d make the short trek into Wyoming, spending the night at Devils Tower.

Riders of my generation likely associate the tower with the 1977 sci-fi flick *Close Encounters of the Third Kind*, where the tower’s base served as a kind of landing strip for alien spaceships. With anticipation and excitement, I pointed my two-wheeled vehicle of the Electra Glide kind on a westerly course into the setting sun, leaving the interstate at Sundance and riding west on U.S. 14. Before long, the tower’s unmistakable silhouette loomed before me, and feelings stirred from within. No matter your spiritual or religious beliefs, it’s hard to deny the tower’s mystique. “There is a certain power in the tower that’s undeniable yet undefinable,” Frank Sanders, proprietor of Devils Tower Lodge, whose back porch sits nearly at the tower’s base, told me. The tower holds deep spiritual significance to the Lakota, as well, who call it *Mato Tipila* (Bear Lodge). The dramatic rock column rises 1,267 feet above the surrounding hills and is ringed by a 1.3 mile paved walking trail which I circled early the next morning, watching as soaring turkey vultures enjoyed a bird’s-eye view I could only dream about.

Back on the road, jammin’ along a remote stretch of U.S. 14, enjoying the Glide’s grace and power to the fullest extent allowable by law – and then some – I was jolted out of my reverie by flashing blue lights in my rearview mirrors. Pulling over, the phrase “You in a heap o’ trouble, boy,” from a 1960s-era Dodge commercial flashed through my mind. This sheriff’s deputy, however, was a bit more kindly than the one in that commercial and let me off with a warning to slow down, advising that motorcycle versus deer or antelope interactions are commonplace on that remote blacktop, with the animals inevitably winning. Point taken.

The next day I left Buffalo, Wyoming for a ride through Bighorn National Forest. Winding and climbing through spectacular



Powder River Drainage Basin and Great Plains on the edge of Bighorn National Forest, Wyoming. Far left: A monument marks Lakota casualties of the Wounded Knee Massacre.

mountains and endless valleys to an elevation of nearly 10,000 feet, surrounded by melting mountain snow, the Harley’s air temperature gauge indicated a brisk 39 degrees. Leather jacket weather, even though it was early summer. I followed the signs to Bighorn Medicine Wheel on a remote site atop Medicine Mountain. Researchers believe the 80-foot circle of stones with 28 radial rows of rock extending from its center was constructed around 700 years ago. Although details of its origin are unknown, the area has been used for sacred ceremonies by various tribes for thousands of years. Visiting the National Historic Landmark is an adventurous endeavor on a Touring motorcycle, as it requires driving a mile and a half down a dirt road, parking, and hiking another mile and a half along a mountain trail. In addition, on this day ominous black clouds hung low over the mountaintop as I hiked along the trail. Fifteen minutes in, the skies opened, and I was pelted by rain. Sensing the futility of hiking another mile in driving rain, I reluctantly turned around and headed back to the bike, suited up, and returned the way I’d come, chased by rain clouds from the west.

Leaving the mountains, I out ran the rain and rode into Montana – Big Sky Country. A sign along the interstate also announced I was in Crow Country – home to more than 8,000 members of the Crow Tribe, one of the state’s 12 indigenous peoples residing on seven reservations.

My last stop of the day would be at Little Bighorn Battlefield National Monument, popularly known as the site of Custer’s Last Stand. On June 25, 1876, Lt. Colonel George Custer and more than 260 members of the U.S. Seventh Cavalry were killed in a battle against Lakota and Northern Cheyenne warriors, with an estimated 60-100 Indian casualties. Markers denote the locations where Custer’s men fell, and a memorial and sculpture erected in 2003 honor the fallen Lakota, Cheyenne, and Arapaho warriors. Gazing upon these tranquil hills, it’s hard to imagine the bloodbath that took place there. The irony of the battle is that although the Indians were victorious, their nomadic way of life forever changed as they remained largely confined to reservations afterward.

My last day on the Electra Glide opened with a 200-mile blast down the isolated and beautiful U.S. 212 – designated the Warrior Trail – east from Montana and back to South Dakota, with stops at Bear Butte (*Mato Paha* to the Lakota) and Sturgis before returning the Electra Glide to Black Hills H-D. I had clocked 1,100 miles on my five-day ride through Native American culture, and learned a thing or two along the way. “People think of us as very poor and poverty-stricken,” Loretta Afraid of Bear-Cook, a consultant and interpreter for the Oglala Nation says, “But we are very rich in culture, rich in history, and rich in spirituality.” Amen.

Ride respectfully and enjoy the scenery! 

Read more of Glen Abbott’s adventures on his blog, www.TravelinGringo.com.



CARVING THE DREAM: CRAZY HORSE MEMORIAL

ON ANY GIVEN DAY, the sounds of heavy machinery echo through the Black Hills just outside Custer, South Dakota. And little by little, the spirit of Crazy Horse emerges from atop Thunderhead Mountain along with his stone likeness. When completed, the world’s largest mountain sculpture will be a tribute to the Lakota leader who lived from 1842 through 1877, a brave warrior who fought for his people’s lands and way of life.

Korczack Ziolkowski was an emerging sculptor on the east coast, when in 1947 he accepted an invitation from Lakota Chief Henry Standing Bear to come to the Black Hills and carve the mountain memorial. “My fellow chiefs and I would like the white man to know the red man has great heroes, also,” the Chief wrote.

The memorial became Ziolkowski’s lifelong mission, and although he died in 1982, his family continues the dream today. The nonprofit Crazy Horse Memorial Foundation is financed entirely by admission fees and donations, and has never accepted public funding, so the sculpture’s completion date is uncertain. Admission for motorcyclists is \$5 per person, and it’s a bargain. Besides the mountain, there’s a Native American Cultural Center, museum, and welcome center. And a nightly laser light show during the summer months, “Legends in Light,” superimposes the image of the finished sculpture onto the mountainside.

It’s a Black Hills must-see.



Outside the Lines

“HARLEY-DAVIDSON AND ART - THERE’S A CONNECTION THERE. THE WAY PEOPLE DRESS, HOW THEY OUTFIT THEIR MOTORCYCLES. EVEN HOW THEY SOMETIMES DECORATE THEIR HOMES OR GARAGES. THERE’S A FOLK ART ASPECT THAT’S INTRINSIC IN WHAT WE DO. THAT ALL RELATES TO THE VISUAL NATURE OF OUR BRAND. SCULPTURE IN MOTION. MECHANICAL BEAUTY. IT’S AN ARRANGEMENT OF PARTS, PIECES, TEXTURE, COLOR, SHAPE, THAT ALL WORK IN CONCERT. IT’S A VISUAL, EXCITING THING.”

Willie G. Davidson

That connection Willie G. refers to starts with the Styling Department, the team he has led for decades. Within the walls of the Willie G. Davidson Product Development Center (PDC), more than a dozen talented artists collaborate to shape the future of Harley-Davidson. It’s a job that takes talent, dedication, passion, persistence, a thick skin (at times), team spirit – and a creative outlet away from work.

It’s no coincidence that, outside the walls of the PDC, so many in the Styling Department are artists in their own right, whether it’s painting; sketching; photography; sculpting; computer art; or even building hot rods, custom motorcycles, helicopters, or houses. No matter the medium, the work they do on their own time nurtures their creative spirit, providing fuel to keep their passions burning.

“The outside-the-box thinking that defines an artist’s personal creative work also influences their daily job of designing motorcycles,” says Ray Drea, Vice President and Director of Styling. “One of the most frequent things we’re asked by people is ‘where do you draw your inspiration from when you’re designing motorcycles?’ These creative things that we do outside the walls of Harley-Davidson feed that inspiration.”

Certain common threads run through much of the work: an appreciation of all things mechanical ... a love of motorsports ... and a deep respect – even reverence – for the “old ways” of doing things.

It’s more than just a creative outlet; it’s how they stay connected. To their “first loves.” To each other. And to the amazing legacy of the art of Harley-Davidson.

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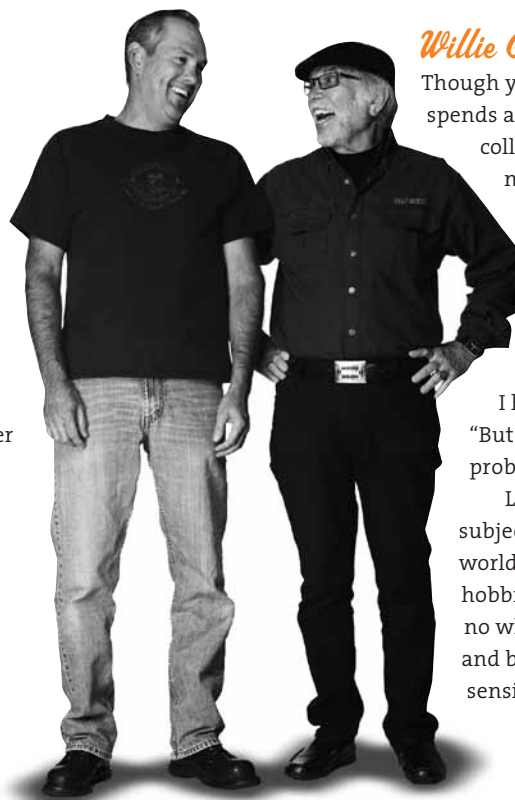
TOP ROW: Willie G., Casey Ketterhagen, Tony Pink MIDDLE ROW: Kirk Rasmussen, Ray Drea, Lance Dobersek BOTTOM ROW: Brian Nelson, Frank Savage, Paul Martin.

Paul Martin

Back in the days when Paul was driving a truck around the Chicago area, he was fascinated by the detailed hand lettering he saw on many of the other trucks. “I was always interested in art and pin-striping,” he says. “So went to school to learn sign painting, moved to Colorado, and went to work.”

In this computer age, sign painting is becoming a lost art. But at Harley-Davidson, the team knows that hand lettering provides something a computer can’t match. For “fun,” Paul has found a niche painting names on the back of classic wooden boats. “It’s really a nice palette for gold leaf, too,” he says.

He also plays Blues harmonica and does vocals for a band called Barrel House, which had the honor of opening for Bruce Springsteen at the Harley-Davidson 105TH Anniversary Celebration in 2008.



Willie G. Davidson

Though you may think Willie G. Davidson spends all his time designing, riding, collecting, and just plain *thinking* about motorcycles, some of his favorite moments these days come when he puts such thoughts on the back burner. When he retreats to the studio in his new log cabin in northern Wisconsin.

“I’m a watercolor artist, and I have been my entire life,” he says. “But as I’ve gotten older, it’s a passion I’m probably more involved in now than ever.”

Landscapes are perhaps his favorite subject. But he never puts the motorcycle world away completely. “I have two hobbies; one has two wheels, one has no wheels. But they’re both an art form, and both relate to a person’s visual sensitivities. And they’re both emotional. So there’s a great tie-in.”

Tony Pink

Sometimes what makes an artist an artist is a willingness to go against the grain. In Tony’s case, his very career choice required a little push back on his part.

“I was inherently artistic as a youngster. I liked drawing and stuff like that. But my parents really discouraged that. ‘What are you going to do with a fine arts degree?’ So I went to school for printing. And I actually ran a printer for two years. But I quit and enrolled in art school.”

Today, Tony’s artistic abilities help make the CVO™ (Custom Vehicle Operations™) vehicles some of the most talked-about motorcycles in the industry. He was also instrumental in the development of the 2010 Tri Glide™ Ultra Classic®. Which just goes to show you: Father doesn’t always know best.



Mark Daniels

There’s a T-shirt that Mark says describes his passion for vintage auto racing: “Some people collect art; we race it.” In Mark’s case, the art in question is an old Tiga racecar that once belonged to his late father.

“My dad was heavily into racing and restoring cars,” he explains. “I was always in the garage, always at the track. He was a pretty artistic guy as well. What I do here is a combination of growing up in that atmosphere.”

“It’s all such beautiful stuff,” Mark says of the vintage racing. “The inspiration, the atmosphere, the whole track vibe is pretty awesome. It’s not cutthroat, like a lot of other series, but it’s serious, it’s speed – to get in a car that you’ve put together and drive it as fast as you can. Amazing.”

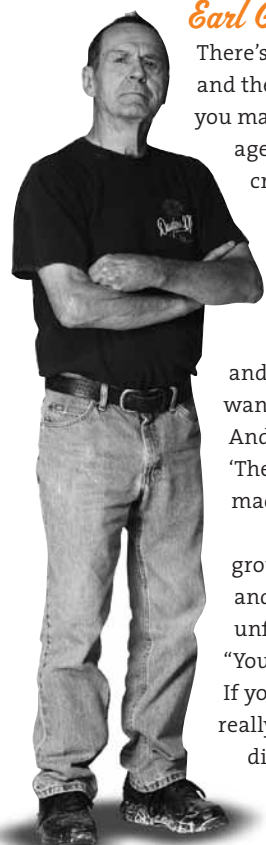


Earl Golden

There’s building your own house – and there’s building it with bricks you made yourself ... starting at the age of 70. “You either have to be creative, if you do something like build your own house, or get rich quick. And I couldn’t rely on that,” Earl says.

“The house is brick and stucco. I checked the prices, and it turns out the bricks I wanted were about \$6 apiece. And I looked at them and said, ‘These are just concrete!’ So I made all the bricks.”

Earl and his wife broke ground on Memorial Day 2000 and moved into the house, still unfinished, four years later. “You just do one thing at a time. If you put a time on it then you really go crazy. That ends up in divorce and everything else. Not a good idea.”

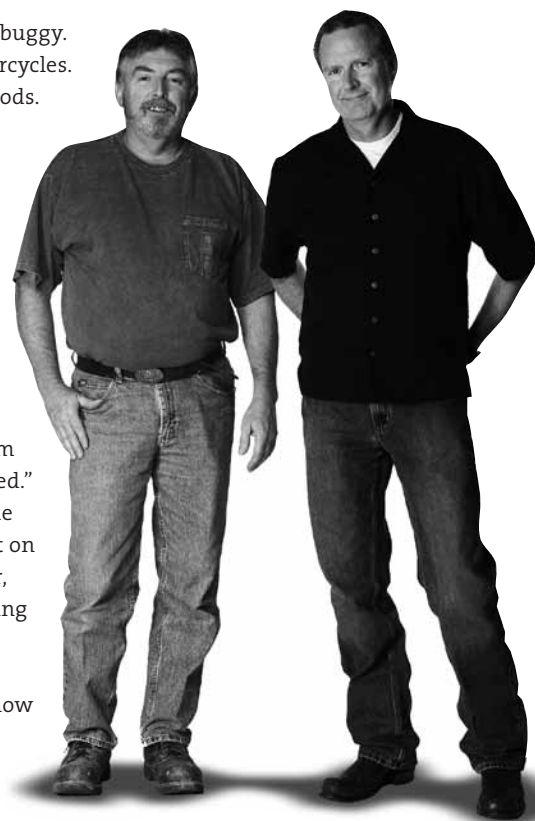


Steve Clements

At 14, Steve built his first dune buggy. Then he started building motorcycles. From there he went on to hot rods. “I was always rummaging,” he says. “I bought a welder and just started teaching myself.”

Before long, Steve’s attention turned to the skies. “There was a TV program called ‘Whirlybirds’ about helicopters,” he recalls. “I always wanted to do that so I bought a helicopter kit. Then I got bored with that so now I’m converting it to turbine powered.”

But not all of Steve’s outside interests are so lofty. If he’s not on the job or building a helicopter, you may find him drawing, doing watercolor, or working on his 110-year-old farmhouse. “I love art, and I love mechanics and how things work. My mind has to stay pretty occupied.”



Kirk Rasmussen

On the job, Kirk is officially “Manager, Styling.” Away from work he’s a bit of a jack-of-all-trades, with creative interests that cover a wide spectrum. “I love all kinds of design,” he says. “High-end stuff, architecture, building custom hardware for my house. I’ve designed 10 or 12 houses, including my own last two along with my wife. And I love oil painting, which I’ve played around with since high school.”

Lately, however, he’s been focusing mostly on digital art. “We don’t have to clean up the brushes,” he says. “And since we received these digital tablets a few years ago, where we are drawing right on the screen, it’s kind of come full circle. We’re drawing again.

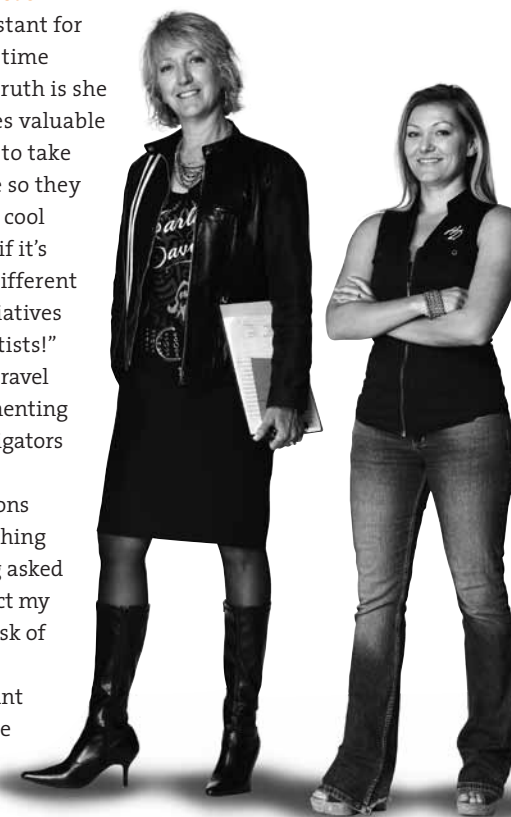
“As designers, we can’t turn the faucet off the creative side. Whether we are building a house or whatever, we can’t stop it.”

Christine Eggert & Deirdre Carlisle

Christine has been Willie G.’s executive assistant for 13 years. And though she spends a lot of her time helping manage Willie’s very busy life, the truth is she – along with her assistant, Deirdre – provides valuable support to the entire team. “Our role here is to take as much off the designers’ plates as possible so they can spend their time focused on developing cool motorcycles,” Christine explains. “Basically, if it’s not bike design-related, we do it. It takes a different kind of creativity to translate corporate initiatives in a way that makes them meaningful to artists!”

Often that means coordinating multiple travel itineraries, working on the budget, or implementing process improvements; but they also are instigators of “fun” – as well as avid riders. Christine and Deirdre are occasionally asked for their opinions during critiques and evaluations. “There’s nothing like walking through the design studio, being asked what I think, and have them genuinely respect my response,” Deirdre says. “It makes the daily task of mail distribution a little more interesting.”

“Christine and Deirdre are a very important part of the team here,” Ray says. “They provide the order to our right-brain craziness. And their unique perspective as female riders is a great addition to the Styling mix.” »



Ray Drea

For Ray, art and motorcycles have always gone hand in hand. It's how he got "discovered" at an early age.

"From junior high through high school, I was working part-time painting vans, cars, and bikes. An art show was coming up at my high school, so I entered a Sportster® tank I had done. Willie G. went to the show with his son Michael, who was in my art class, and said, 'Do you know the kid who did this tank? Have him give me a call at work.'"

Today, Ray looks forward to the opportunities he gets to do pin-striping, which he says is often underappreciated as an art form.

"It really is a unique expression of an individual as an artist," he says. "But it's hard to pinpoint just one medium as my favorite. I find inspiration in a variety of art forms, such as painting, airbrushing, and gold leaf, just to name a few."



Rich Christoph

One thing that sets Harley-Davidson® motorcycles apart from the competition is the attention to detail. Every visible part, no matter how small, is viewed as part of the overall design. It's an approach that suits Rich, who has turned a passion for hot rod photography into a study of classic design detail.

"You learn all these cool little details from all these cars," he explains. "And I want to focus on that more than the broader picture. Because everybody picks a whole car, but I like to pick the most interesting part of the design."

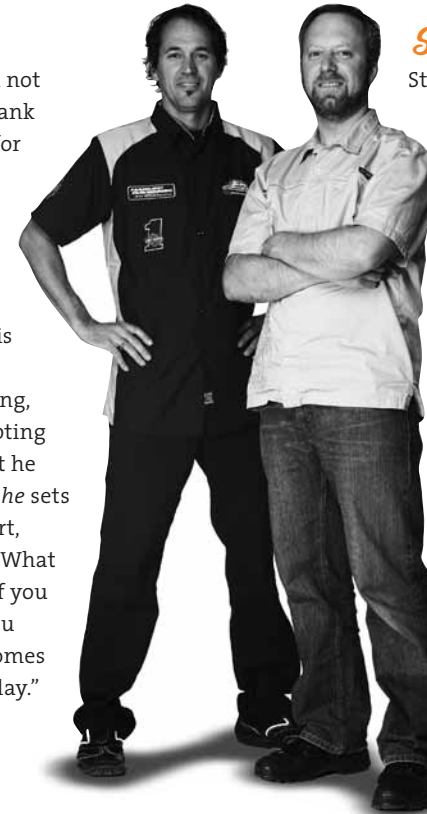
"The intimacy of sketching nostalgic forms totally relates and comes into modern Harley® motorcycles. The simplicity of old designs leads into the simplicity of modern designs. Because cool never stopped being cool, it just has different words associated with it."



Frank Savage

When he was a boy, it probably would not have been a big leap to predict that Frank might end up designing motorcycles for Harley-Davidson. It almost seems he was groomed for it. "My mother was an art teacher," Frank explains. "She was always doing some type of sculpture or drawing. And my father was a hot rod builder. So there was this weird mix of art and hot rods."

Away from work he enjoys sculpting, photography, and, most recently, sculpting using "found objects." Frank says what he likes about art for its own sake is that *he* sets the parameters. "When I do my own art, I create the limitations," he explains. "What do you want to make? Okay, make it. If you can't it becomes a challenge. When you are in the moment creating, time becomes irrelevant, and your mind is free to play."



Steve Collins

Steve comes to Milwaukee from the Detroit auto scene, where he spent six years designing cars.

Before that he worked on ATVs, snowmobiles, and such in Minnesota. But his most valuable experience came from growing up in Pennsylvania surrounded by classic cars.

"My dad was a big influence," he recalls. "He had some cool cars when I was growing up, like a '55 Chevy, a '38 Chevy, a '67 Mustang, and a couple of VW Beetles thrown in. That led to being interested in design, because I was always into art. And I wanted to put the two together."

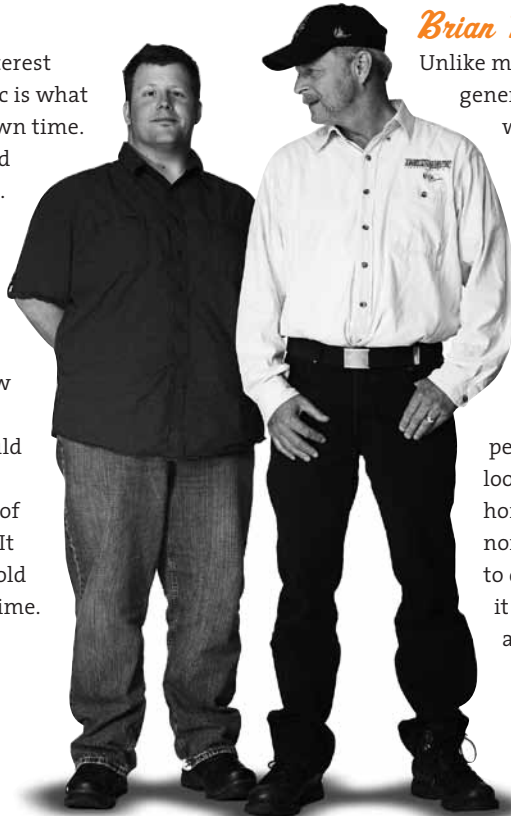
After college, he found the perfect project car: a 1964 Mercury Comet Cyclone. "I thought I would be done in two or three years, but now it's 16 years later, and I'm still working on it. Good things take time, right?"

Lance Dobersek

Professionally speaking, Lance's main interest has always been in illustration. But music is what really gets him going when he's on his own time. "When I go home I pull out the guitar and play along to some Blues record," he says. "That's my main outlet."

Lately, however, he's taken his interest in illustration to a new level; namely, into a small studio space where he can more fully commit to developing his oil-painting skills. For now it's mostly for fun, he says. Just a lot of studies so far, no live models. But he would like to start doing portraits one day.

"My interest in oil painting has kind of come and gone over the years," he says. "It takes me back to where I'm like 12 years old and discovering something for the first time. It's very inspiring."



Brian Nelson

Unlike most of his Styling cohorts, Brian generally prefers leaving his art behind when he leaves the PDC. But that's not to say his creativity shuts down when he walks through those doors. His crowning achievement – other than all the stunning CVO bikes he's helped design – is the very home he lives in.

"I designed my own solar home, back when that stuff wasn't even really cool," he says. "A lot of people, if they knew what they were looking at, would know [that it's a solar home] right away. But it looks pretty normal. I raised three kids in it! If I had to do it over again I would have made it a little bigger, but now that the kids are out of the house it's perfect."

Al Flanders

Anyone who has ever owned a house knows there's always work involved. But when your home was built in the mid-1800s – from logs – home improvement takes on a whole new meaning. "I've lived there about 20 years," Al says about his log cabin in the Wisconsin Kettle Moraine. "I consider it my other full-time job."

And if that's not enough, Al also likes building motorcycles – from scratch. TIG (Tungsten Inert Gas) welding is a hobby, one that he puts to good use fabricating motorcycle frames from whatever he has "lying around in the garage." He also enjoys drawing, though he claims his skills pale in comparison to those of the other amazing artists in the Styling Department.

"If I start showing pencil sketches around here, these guys would probably eat me alive," he says.



Casey Ketterhagen

Casey comes to the world of motorcycles from the world of hot rods. He started building his first car, a 1965 Mustang Fastback, when he was in eighth grade. "It took me about four years to finish it," he says. "But I learned all the tricks of the trade from my dad."

A member of the Milwaukee Cheaters Car Club, these days he finds himself torn between two projects at home: a 1940 Mercury Coupe built the traditional way (post-WWII era) and a 1931 H-D® VL that he's building in the "early 1940s cut-down style." He hopes to get one or the other finished this summer.

"Guys who are into hot rods are usually into bikes, as well. They can't have just a hot rod, they have to have a bike or two. It's just a matter of convincing your wife you need them." **HOB**





Cannonball Runner

FOR A GUY WHO LOVES ANTIQUE MOTORCYCLES – antique Harley-Davidson® motorcycles in particular – you couldn’t ask for much more of a dream job. Bill Rodencal is Motorcycle Restorer/Conservator for the Harley-Davidson Corporate Archives in Milwaukee, Wisconsin. Day in, day out, he’s surrounded by the largest collection of original H-D® motorcycles in the world. The problem is, it’s like a kid having a job in a candy store – but only being allowed to wrap the candy.

The bike pictured here, however, is Bill’s own: a 1914 Harley-Davidson Model 10-B Short Coupled Boardtrack Racer. A five-year project so far, this bike is a runner. And on September 10 he’ll be pointing it west in Kitty Hawk, North Carolina and not stopping until he reaches Santa Monica, California 16 days later. At least that’s the plan. Bill will be joining more than 70 riders in the new Cannonball Endurance Run, a race for vintage (pre-1916) motorcycles. And though his excitement level is through the roof, his expectations are more modest.

“All I can tell you is I’m going to have a lot of fun,” he says. “I’m not in it to prove anything or do the most miles. But I don’t get to ride as much as I’d like to so this is a really great opportunity. My family is going to come along as my support crew, and we’re going to make it a fun family trip across America.”



OVER THE PASS

The Rio de Janeiro H.O.G.® Chapter Brasil has many planned rides. Almost every weekend the members ride to a nearby city, or sometimes we plan long rides to places such as Mendoza, Argentina, or Chile. On one 10-day trip we rode with six friends to Mendoza for a Harley event. Before the rally we rode to Chile through *Los Caracoles* Pass, with its 27 sharp switchback curves, in the Andes Mountains. I ride a 2008 Dyna® Super Glide,® but the bike I’m standing next to in the Pass is my friend’s 2007 883 Sportster® Custom.

CARLOS MARTINS
RIO DE JANEIRO, BRAZIL



DOC ON A BIKE

Eighty-hour workweeks, night calls, ER calls: my life as a resident. The stresses I encounter during the week easily vanish on the weekend as I unwind and take my Harley® out for a ride. When riding a Harley in New York City, the streets will make you feel brand new, and the roar of the engine will inspire you. As I approach the one-year anniversary of buying my first Harley-Davidson® motorcycle, a 2009 Nightster,® I can say owning a Harley has been a dream well deserved.

DR. JOSÉ CASTIBLANCO
NEW YORK, NEW YORK



ME AND MY BABY

I’ve wanted to buy a Harley-Davidson motorcycle since I was a young boy, but it took a long time before I could get one. Last year I realized Harley-Davidson offered a good financing program in Japan, so my baby – a 2009 Night Train® – came home in September. I try to make time to ride my baby as much as I can, and riding it always makes me so happy. Riding sport bikes was so much fun, but my baby gives me a different joy now.

NORI WATANABE
NIIHAMA, JAPAN

PHAT FAT BOY®

This is my pride and joy: my 2003 Harley-Davidson Fat Boy. It looks nothing like it did when I got it in May 2003. In the past seven years and 61,000 miles, I’ve added a custom paint job and at least \$15,000 in chrome accessories. I’ve ridden to the 100TH Anniversary bash in Milwaukee, the Outer Banks and into the Carolinas, and attended CLUB H.O.G. Chattanooga in 2005. I’ve even escorted the traveling Vietnam Wall Memorial. This is the first bike my girlfriend had ever ridden on. She fell in love with the freedom and feel, and now owns her own 2007 Nightster.

RODNEY FIELDS
CLYDE, OHIO



FAMILY HISTORY

My dad has always ridden a Harley, so I grew up a big Harley fan. As a little girl I absolutely *loved* riding on the back of his bike! A couple years ago, my step-mom and I took a motorcycle class over a weekend, I got my license on Monday, and by the end of the month I had my very own 2001 Sportster.® Here I am showing off my brand-new purple paint job. We take a lot of fun weekend rides through the Texas countryside with my dad, step-mom, and cousin – and we absolutely love it!

MICHELLE McANALLY
DALLAS, TEXAS



CONFIDENCE BUILDER

When I’m not teaching eighth-grade science I’m riding my 2009 Nightster. This bike is absolutely amazing! I can’t begin to express what it feels like to ride next to my boyfriend rather than on the back of his bike. I’ve met so many great people and have explored the scenic roads of New England. My Nightster has empowered me to create a whole new chapter in my life. Thank you, Harley-Davidson, for my confidence and self-esteem!

LORI NAISMITH
WALPOLE, MASSACHUSETTS





STAR-STUDD

I have been riding motorcycles since I was 14 years old, and now I’m 58. I’ve had a few Hondas, but when I got my first Harley in 1997, a Fat Boy, I realized that nothing rides like a Harley-Davidson motorcycle. I have never felt more peaceful than when I’m sitting on my Harley with the wind hitting my face. What a feeling! I work very hard during the week and look forward to the weekend to ride my 2005 Fat Boy. It has a paint job like no other Harley, with the faces of 37 movie stars and other celebrities airbrushed in the paint – I call it “The Harleywood Bike.” I enjoy the attention it gets when people stop their cars, or pull up at a gas station and take pictures.

CHARLIE RAIRDONI
FULLERTON, CALIFORNIA

RIDE OF A LIFETIME

Finding that one special ride is something all of us Harley riders think about. Actually getting to do it with your dad makes it even more special. In the summer of 2008, we lost my mother to a long battle with breast cancer. My father, Larry, and I have always been very close and needed some time to clear our minds, so the often-talked-about ride to Alaska could be just what we needed. We made arrangements to ship our two Ultra Classic® Electra Glide® motorcycles to House of Harley in Anchorage and ride home to Arkansas. Arriving in Anchorage on June 16, 2009, with all the preparation done, we didn’t know what lay ahead ... which made everything even more exciting! Sixteen days later, after meeting some great people and seeing some of the most beautiful country North America has to offer, we arrived home safe. I couldn’t have imagined making this ride of a lifetime on anything other than my H-D® motorcycle and with anyone other than my father.

BRYAN HOOD
ALMA, ARKANSAS



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LOST LOVE

My father, Pete, is the one I credit for my lifelong love of motorcycles. Although I haven’t owned many over the years, I have been riding on and off my entire life – and I have always considered dad’s bikes mine, too. The love of our lives was the 1958 Duo Glide (Panhead). That bike was amazing! Dad and I used to take “guys’ vacations” on it together when I was 10 to 15 years old.

These pictures are important to us not just because they’re of our beloved ‘58 but because she was stolen several years ago. I have the gas tanks in my garage, along with the custom “luggage carrier” my dad fabricated out of aluminum. It sat on the luggage rack, was waterproof, and gave me something to lean on during our rides around Michigan. I will not give up looking for that bike! If you see it (engine number: 58FL1923), let me know!

The other picture is of the other bike that was sitting in the garage the day the ‘58 was stolen: a 1936 Knucklehead – actually a ‘36 engine in a ‘41 frame. That one will take a bit of explaining: In 1958, my dad’s buddy Ed, who rebuilt Indian 4s, found this bike in a barn in central Ohio. Fifty-five dollars later, Ed drove away with the Knuck – the farmer thought he was crazy. But it wasn’t an Indian. So in 1960 Ed sold it to my dad for \$60. I remember the day we picked it up, brought it home, and leaned it against the garage wall – where it sat for 36 years until I put it in storage. Finally, in 2003, Chuck Elkins (“Knucklehad Chuck”) rebuilt the bike in Springfield, Missouri.



I’ll never forget the first time I started it – or the challenge of learning to ride with a foot clutch, hand shift, and brakes that are a bit soft. It was and continues to be a thrill for me. This photo was taken, in all its green and rust glory, on the way back from Diablo Dam in North Puget Sound, with Mount Baker in the background. The bike’s name is Tina, short for “Patina,” and is just an absolute pleasure to ride.

PETER MAFTEIU
GIG HARBOR, WASHINGTON

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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MotorClothes® Illumination Collection

Distinguished Rider

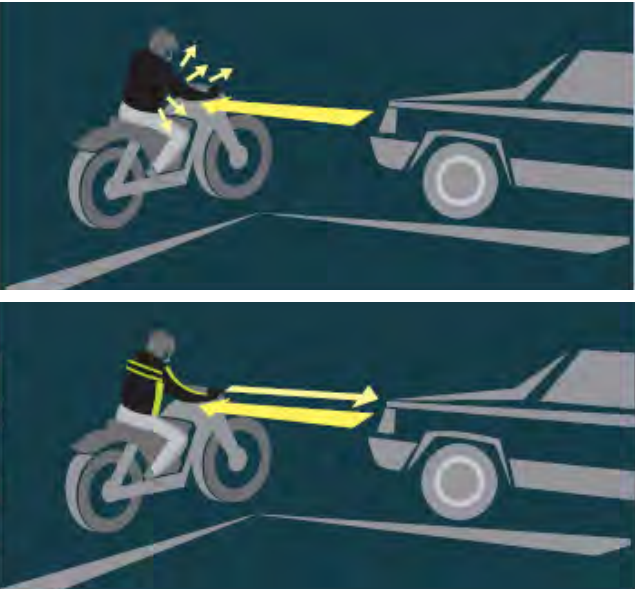
BY JOHN SANDBERG

By day it’s a regular black Harley-Davidson® leather jacket, with a look and style similar to other Genuine MotorClothes® jackets that have graced riders for decades.

But once the sun fades and darkness begins to fall, this special Illumination jacket with 360° Enhanced Visibility transforms into a bright beacon of reflective light, highlighting its presence from every side or angle. The rider wearing this jacket stands out like a firefly among gnats, visible to other motorists at distances five-to-six times further than if he were wearing plain black leather or more general reflective items.

Achieving such high visibility is the intended result of the Motor Company’s partnership with 3M and the use of 3M™ Scotchlite™ Reflective Material.

	CANDLEPOWER	VISIBILITY DISTANCE (in clear riding conditions)
Dark Riding Gear without Reflectivity	0	<75 feet
White T-shirt	1	75 feet
Stop Sign	50+	150+ feet
Riding Apparel with Generic Reflectivity	20-50	100-500 feet
3M™ Scotchlite™ Reflective Material	200	500 feet



Light rays reflected back to the original source – the motorist – resulting in retro-reflection.

Comprised of thousands of microscopic glass beads or prisms incorporated into the material, Scotchlite Reflective Material retro-reflects light back to its original source (such as the headlights of another vehicle) rather than scattering it, and is visible from up to 500 feet away in clear low-light or nighttime riding conditions. In fact, Scotchlite Reflective Material reflects up to 1,500 times brighter than white at night.

Widely acknowledged as the best, most durable reflective material, Scotchlite is utilized throughout MotorClothes riding gear in both silver and titanium grey – the latter of which was developed exclusively for Harley-Davidson – so it remains subtle on apparel when not illuminated.

More recently, Harley-Davidson and 3M have further partnered to develop 360° Enhanced Visibility: the strategic placement of Scotchlite Reflective Material to make the rider recognizable from nearly every viewing angle instead of just the front and back. Harley-Davidson is the only motorcycle brand achieving the 360° Enhanced Visibility standard established by 3M.

For 2011, H-D offers seven Illumination items featuring 360° Enhanced Visibility. For riders who want maximum visibility, there are no better choices for ultimate reflectivity than these items.

In addition to the Illumination line of MotorClothes, H-D offers dozens of options in Enhanced Visibility across its leathers, functional outerwear, raingear, and gloves – all utilizing 3M Reflective Material.

The company also offers a complete line of Hi-Vis apparel, featuring fluorescent orange and yellow fabrics, that’s ideal for daytime and low-light riding conditions, and for places where there’s a lot of visual distraction. These items also feature 3M Reflective Material offering enhanced visibility in clear low-light and nighttime conditions.

From its motorcycles to its MotorClothes, Harley-Davidson has made an art form of incorporating high technology without betraying its classic style. Enhanced Visibility is another brilliant example.



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The Story of One

In the same year that Ford Motor Company began selling the Model A out of a new factory in Detroit, and the Wright Brothers successfully flew a machine heavier than air, two young men in Milwaukee sold their first motorcycle. There is arguably more mystery than fact about those early days of William S. Harley and Arthur Davidson. But one fact is that a Harley-Davidson® motorcycle resides safe and sound at the Harley-Davidson Museum® in Milwaukee, and it is quite possibly the oldest Harley® in the world.

The origins of Harley-Davidson start with crude prototypes. Commonly found at the turn of the century were mail-order kits for transforming an existing bicycle into a motor-driven vehicle. All the necessary parts (gas tank, drive belt, etc.) were included. But you wouldn't exactly want to ride your newly assembled scooter to Sturgis and back. They were unsafe and underperforming, but represented the first foray by founders William S. Harley and Arthur Davidson into "taking the work out of bicycling."

Unlike with these early kits, the engine and frame of a true motorcycle are built to go together. Not only does the design allow for better reliability, but a larger engine and, therefore, flywheel assembly. This leads to the design embodied in Serial Number One. In fact, the first Harley-Davidson motorcycles sold to the public utilized this "loop frame" design, which left the factory in three motorcycles built over the course of 1903 and 1904. Anatomically speaking, Serial Number One is representative of these first production motorcycles.

But what about the specific bike? Where did it come from? Unfortunately, no documentation was left behind about the motorcycle's provenance. It is known that by the late 1910s, Harley-Davidson was buying back older examples from each previous model year. Strong evidence indicates that other examples may have been assembled from the most period-correct available parts. All the while, the Company was saving an example of the most recent year, direct from the factory floor.

One theory is that Serial Number One was built for competition. Evidence for this is the high-compression engine, a fact discovered during the most recent restoration. As that account goes, the bike was modified with other parts in later years to look more like a production model. As the company's collection was used more and more for displays, the modifications may have been intended to make it look more like



the street machines of the 1905 to 1908 vintage. These included pin-striping and use of the famous "Bar & Shield" logo, which did not even exist until approximately 1908.

A full restoration was done on the bike in the 1970s. This work essentially continued the look that was applied in the much earlier years. But the decision was made in 1996 to perform another restoration, this time with the intent of bringing the motorcycle closer to its true origins. For the first time, the motorcycle was depicted with a logo on only one side of the gas tank, correct handlebars, and no fenders. This restoration also gave rise to the bike's nickname. The major internal engine parts were discovered to have been stamped with a "1" and paired with the fact that the bike is the oldest known Harley.

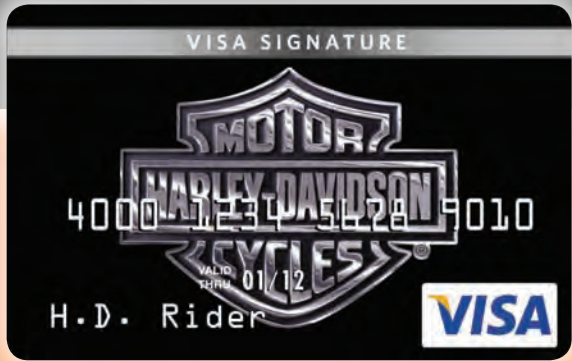
Full restorations on the Museum's collection vehicles are performed very infrequently. If they are undertaken, like Serial Number One, they are done only to return a bike closer to its original appearance. Because the bulk of the original collection vehicles was pulled right from the factory floor and left almost entirely alone over the course of decades, there will never be a need to restore them. As such, there is no larger known collection of original Harley-Davidson motorcycles in the world.

Without the founders' endeavor and subsequent efforts to preserve the collection vehicles, one wonders if the Harley-Davidson Museum would have been possible. It's as complete a record of a transportation company as can be found anywhere.

To see more historical items from the H-D Archives, visit the Harley-Davidson Museum in Milwaukee. www.h-dmuseum.com

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The Future's Sounding Pretty Good

BY KEN SCHMIDT

How many of you predicted you'd one day ride - or have the option to ride - a digitally enhanced, MP3- and GPS-ready, hands-free cell phone-enabled motorcycle with rider-to-passenger intercom and CB-driven bike-to-bike communications kit powered by an in-dash Advanced Audio System capable of driving crystal-clear radio signals from Earth-orbiting satellites directly to your ears via hi-fi stereo headsets? And, odder still, that the beast transporting you and all that high-tech wizardry would have a Harley-Davidson® emblem on its fuel tank?

If you have at least one gray hair, you can probably recall the days when an AM-FM stereo radio became an option on Touring rigs, and you can likely recall the distaste it brought to non-believers: "Stereo don't belong on bikes!" Or, "If you wanna listen to music, stay on the couch!" I was just such a pooh-pooher. Until that fateful day ...

I was lucky enough to be given the opportunity to ride a brand-spanking new Ultra Classic® from Milwaukee out to Sturgis for the Rally's 50th anniversary blowout in 1990. Cruise-controlling on I-90 and feeling hungry for some entertainment, I got all experimental, powered up the stereo system and whaddaya know? That great-sounding radio fast became a most welcome, roadworthy companion that instantly elevated the ride. But out in the prairie lands, constantly searching for clear stations not broadcasting farm reports became a bit of a drag. Quick solution? Gas station-bought cassette tapes. Allman Brothers. Stones. Neil Young. Who's with me here? Oh my. Rock 'n' roll pounding in time with that motor? Now we're talking. Suddenly. This. Thing. Made. Perfect. Sense. Damn near overnight, cassettes gave way to CDs, and narrow slots soon appeared on bike stereos to happily suck them inside. As CDs morphed into MP3s, inputs were added so portable players could, in seconds, be plugged in. And the tunes just kept on cranking and - coincidence, perhaps? - fairing-equipped Touring bikes became an increasingly larger segment of the H-D® market.

Here's a beauty. I clearly recall the day, back during that same early roaring-90s era, when reps from a "cellular telephone company" came to visit H-D headquarters, hoping to advance the idea of telephone-equipped motorcycles (back when you thought cell phones were for

rich people and geeks). The reaction? "Who would want a telephone on a bike?! We ride to escape the phone, man!" Fast forward to today. You've owned a cell phone for years. It's always with you, even when you ride. It. Just. Makes. Sense. It can save your life. Or at least your backside. "Hey listen, Honey. We're running a bit behind," sounds way better coming from your bike than it does from inside the backwoods roadhouse you just pulled into. Hands-free phones synched to bike stereos? You're on my wish list.

Remember when we began to see riders of a certain brand and model (think white silk jackets) using headsets and microphones to talk rider-to-passenger or rider-to-rider? Of course this

technology made perfect sense. Of course we all said it looked "nerdy." Well, I know someone (see photo inset this page) who wouldn't be caught dead strapped into such a ridiculous contraption (or on a bike of that ilk, but I guess that goes without saying in this publication). Or would I? Look around. I'm seeing a lot more of these for sale at Harley-Davidson dealerships, and on bikes flying the black and orange. The technology has evolved; it's not nerd stuff anymore. Its time has come. You watch: Years from now, like the cell phone you swore you'd never own, this stuff will likely be as common on our bikes as non-stock pipes.

And what of GPS? Ha! We ride motorcycles

to get lost! Well, of course we do, until we actually achieve that goal but needed to be somewhere else half an hour ago (and if that hasn't happened to you, you're just not riding enough). Then, a soothing voice giving turn-by-turn instructions directly to our destination can be a wondrous thing. If you're the ride leader and everyone's counting on you, that goes double. Fuel gauge on "E" in the middle of nowhere? No worries, amigos! The GPS will guide you to the closest station. Ditto restaurants, hotels, points of interest, and even H-D dealers. Who needs it? Certainly not you! Who wants it? If you don't now, ride behind somebody who has it. I'm just sayin' ...

.....
Ken Schmidt is a H.O.G.® life member and longtime Harley-Davidson enthusiast.



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