



FOR THE HARLEY-DAVIDSON® ENTHUSIAST SINCE 1916



\$4,999<sup>us</sup>

011  
2011

GLIDING WITH THE SWITCHBACK GHOSTS IN THE ROAD THE HEART OF H.O.G.®



HOG.COM



It's simple.  
**BURN LESS  
FUEL.**  
Burn less cash.



Best-in-class fuel economy.\*  
23 highway mpg. More go. More green.

**This is the future of truck**  
**THE 2011 F-150**

FIND OUT MORE AT [FORD.COM](http://FORD.COM)



\*EPA-estimated 17 city/23 highway/19 combined mpg, 3.7L V6 4x2. Class is Full-Size Pickups under 8,500 lbs. GVWR, non-hybrid.





Features

- 26** Glide and Ride  
Taking off for adventure on the versatile new Switchback.
- 32** The Art of Custom Wheels  
Raise your ride's profile with a new set of rims.
- 36** Ghosts of the Open Road  
Riding the loneliest roads in America.
- 42** Liquid-Cooled and Smoking-Hot  
The V-Rod® revolution rolls on.
- 46** The Heart of Harley Owners Group®  
Meet some of the staffers who help keep H.O.G.® ticking.
- 54** A New Standard of Power  
An inside look at the 2012 Twin Cam 103.™



Departments

- 10** Editor
- 12** Intake
- 14** The Word
- 18** Spotlight
- 20** Next Ride
- 22** Get Going
- 24** Between the Lines
- 56** Enthusiasts
- 62** Gear
- 64** Archives
- 66** Exhaust

**TOP IT OFF:** Out here, on some of America's loneliest highways, it pays to plan ahead (Page 36).



## Captain America's Cross Bones® Liberator

**THE HARLEY-DAVIDSON® SOFTAIL® CROSS BONES** is a retro-style motorcycle inspired by the stripped-down post-war bobbers built by returning post-WWII American GIs, but to create a period-correct motorcycle for the blockbuster movie about Marvel® Comics' iconic action hero, Captain America, the Motor Company had to do a bit of a reversal. Rather than strip a stock motorcycle into a bobber, a Cross Bones was reverse-engineered into a form closely resembling a World War II-era WLA Army motorcycle, dubbed the "Liberator" by GIs.

In the movie *Captain America: The First Avenger*, which opened July 22, the disguised Cross Bones is ridden by actor Chris Evans, who plays the role of super soldier Steve Rogers. The film is set during World War II, when Rogers is transformed from a sickly young man to the peak of human perfection by an experimental serum in order to aid the war effort. In several

scenes shot on location in England, Rogers rides the disguised Cross Bones into battle against arch-nemesis Red Skull.

To create the four motorcycles used during filming, a team of restoration experts stripped each Cross Bones to the frame and built it back up with a mix of custom and authentic WLA parts, including front and rear fenders, ammunition carriers, a rifle scabbard, and custom valve covers that emulate the look of an original WLA's flathead cylinders.

One of the actual bikes used in the filming – along with other props from the movie – is on display this summer at the Harley-Davidson Museum®. In addition, visit [h-d.com/captainamerica](http://h-d.com/captainamerica) for a chance to win a VIP experience in Milwaukee, including a customized Harley 1200 Custom.





## Harleys® on the World Stage

**WHEN THE AMA PRO VANCE & HINES XR1200 SERIES** makes its appearance at the Indianapolis Motor Speedway, August 27-28, as a support class for the Red Bull Indianapolis Grand Prix, it will be the first time Harley-Davidson® motorcycles have raced at the historic Brickyard in more than 100 years, but it won't be the first time Harley has shared the stage with the premier classes of motorcycle Grand Prix racing.

In the mid-1970s, Harley-Davidson was a dominant force in the middle displacement classes of world championship motorcycle road racing with Italian racer Walter Villa, who won the 1974, 1975, and 1976 250 cc Grand Prix championships and the 1976 350 cc championship aboard Harley-Davidson/Aermacchi racing machines. These purpose-built racing machines were based on the street-legal, small-displacement, Italian-built motorcycles Harley-Davidson sold in the United States from the early 1960s through the late 1970s.

In addition to road racing at the Speedway, the AMA Pro Harley-Davidson Insurance Flat Track Championship will be in action at the nearby Indy Mile dirt track. Racing fans won't want to miss this historic racing weekend.





# Road Trip From Hell



## SOMETIMES THE ROAD THROWS EVERYTHING IT HAS

**AT YOU.** I had one of those trips over Memorial Day weekend when I rode down to the AMA Pro Flat Track race at the Springfield Mile in Illinois. The ride started out gloomy and got worse from there, until about 30 miles from Springfield, when the sky opened and I got hammered by a biblical thunderstorm. The first 10 or 15 miles weren't too bad; I was passing cars with their wipers on full high in the fast lane at 65 mph, but the rain kept building until the visor of my helmet fogged up so badly I had to slow down, first to the right-hand lane, then to the shoulder, and eventually completely off the road, as soon as I found a place to stop. I waited it out for a few minutes and got going again, only to get caught a few miles later in a hailstorm. All this

reminded me of the importance of good gear. I was wearing a brand-new H-D® Hi-Vis Rain Suit that kept me totally dry throughout the whole ordeal, but I need to make sure I always have a pair of clear goggles with me from now on.

Speaking of the road throwing things at you, we got a tremendous response to Becky Tillman's "Between the Lines" article on obstacles in the *HOG*® 009 issue, so we compiled the best of them into a follow-up article on Pages 24-25. My trip to Springfield also provided a stark example of the need to be prepared for the unexpected things that pop up in the middle of your lane from time to time.

On the ride home after the race, I was following an SUV when I saw its brake lights come on. It slowed, then sped back up ... just in time to reveal the carcass of a deer right in the path of my front tire. I had just enough time to choose between hitting the brakes, swerving to avoid it, or riding right over the top. In the split second I had to react, I decided to twist the throttle and hit it straight on. Fortunately, that was the right call, and the result was surprisingly undramatic, even at nearly 70 mph. I was riding my Buell® Ulysses® motorcycle, which has long-travel suspension, and it hopped right over the top of the mangled deer and landed quite gracefully, with just a big bounce when the rear tire touched down. Harley-Davidson Racing Manager Kris Schoonover, who was riding a few bike lengths behind me, saw the whole thing. "Man, I thought it was going to be ugly, but when you landed and I realized you weren't going to crash, I just started laughing." Gee, thanks, Schoony! Later, we both remarked that had I tried to swerve to avoid the obstacle, the outcome likely would not have been so good. We also noted that if you have to hit a deer, better it be a dead one than a live one.

To top off the trip from hell, my last hour on the road back through Milwaukee was through pea-soup fog so thick I could barely see my hand in front of my face. Again I was wishing I had those goggles, and I was very happy to see my own driveway at the end of that trip from hell. Send your stories from the road to hogmagazine@harley-davidson.com.

Matt King



copyright 2011 H-D

ON THE COVER: The all-new 2012 Switchback at the Torrey Pines Gliderport in La Jolla, California. Photography by Wesley Allison.

**Executive Editor**  
Paul James

**Editor**  
Matt King

**Design and Production**  
GS Design

Visit Harley-Davidson Motor Co. on the Internet at [www.harley-davidson.com](http://www.harley-davidson.com).

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*.

All submissions become property of Harley-Davidson Motor Co. If you'd like your photo returned, please send a self-addressed stamped envelope with your submission.

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.

*HOG* will not intentionally publish fraudulent or misleading advertising. *HOG* does not endorse any advertiser or its products, and cannot be responsible for advertisers' claims. Some advertised products are not available outside the U.S.

To order *HOG* or change mailing address, e-mail us at [hogmagazine@harley-davidson.com](mailto:hogmagazine@harley-davidson.com) or write: *HOG*, Harley-Davidson, Inc., P.O. Box 453, Milwaukee, WI 53201, or visit: [www.harley-davidson.com/hog](http://www.harley-davidson.com/hog).

When requesting a change of address, include your mailing label from the back cover.

To advertise in *HOG*, e-mail John Sandberg at [jsandberg@integraonline.com](mailto:jsandberg@integraonline.com).

*HOG* may allow others to use its mailing list. If you do not want your name included, please write: *HOG*, Harley-Davidson, Inc., P.O. Box 453, Milwaukee, WI 53201.

No part of *HOG* may be reproduced for any purpose in entirety or part without the express written consent of Harley-Davidson.

Harley-Davidson, Harley, H-D, HOG, and the Bar & Shield logo are among the trademarks of H-D Michigan, LLC.



# MORE MILES, MORE STORIES

**The H.O.G.® Mileage Program.**  
Earn awards just for doing what you love most: riding. Starting at only 1,000 miles.

**How far you take it is up to you, but the journey begins at [members.hog.com](http://members.hog.com). Download an entry form today then ride to your local dealership to sign up.**

**And give yourself one more reason to hit the road with H.O.G.**



**10,000  
HOG MILES**



## I ride my Harley® because it’s a reflection and feeling of freedom. Only when I ride do I feel ... America in its best colors.

BOB COCCIARDI, CLEARWATER, FLORIDA

### BELT ME

First of all, great job to you and all you do for the Motor Company. This is in response to the editor’s reply to Chuck Johnson’s “Belted for Life” article in the Intake section of *HOG*® magazine. I have a 1996 FLHTCUI with nearly 125,000 miles, and it has the original drive belt still intact. You suggested replacing the belt at the recommended interval so as not to have a failure. (And I am sure the failure could be devastating.) My first bike was a 1988 FLHTC. The manual recommended changing the belt at 60,000 miles (I believe). For my current 1996 model, neither the owner’s manual nor the service manual suggest replacing the belt at all – only inspection and adjustment at particular intervals. What’s the deal? If those manuals are incorrect, please let the public know.

MARK HENICLE  
WAYNESBORO, PENNSYLVANIA

*Great question, Mark – and you’re not the only one to ask it. For a response, I turned to Dennis Waltman, Technical Communication Manager: “With our early introduction of the final belt drive system, a replacement interval was recommended. As we have gained experience with the belt drive system and with advancements in the design, the replacement intervals have changed to inspection procedures. Belt and pulley life is dependent upon riding conditions and proper adjustment. Many customers have experienced long life from these components, much like your experience.” –Ed.*

### UNIVERSAL THEMES

I believe the recent documentary *Harlistas* by Mr. de Villa [“Spotlight,” *HOG* 010] strikes at the very essence of what love and family are all about. I read the article and, even though our paths may be different, the lessons and detail of each story touched me as my own. I have a sense of pride knowing that not all families have the same struggle, but many try very hard to gain the love depicted by the four stories in *Harlistas*. When I ride my newly acquired Harley® Road King® Classic, I think of my family and how they sacrificed so much so I could have a better life. My Harley experience honors them every mile. I would not have the bike, nor the experience, without the sacrifices all of my family made for me, and this includes my beautiful wife, Nancy.

I ride my Harley because it’s a reflection and feeling of freedom. Only when I ride do I feel the real surroundings of nature, the road, America in its best colors. That, my friends, is worth waiting for. That, my friends, is worth fighting for. That, my friends, is my American Journey.

BOB COCCIARDI  
CLEARWATER, FLORIDA

### LIQUID-COOLED LOVE

In the last edition, you had an article about why you should love your air-cooled engine. When will we see an article like that on the V-Rod®? I bought my V-Rod in 2005, and have ridden it on several long trips (San

Diego, Sturgis, Arkansas) and many shorter trips. My V-Rod has performed flawlessly on all my rides. Sometimes it seems like there has been little or no push to get this well-engineered machine into public sight. I worry you might discontinue it! I hope this isn’t the case. It’s a great piece of machinery, and it deserves more push.

MARTIN J. CUMMINGS, JR.  
VIA E-MAIL

*Thanks for writing, Martin – and take heart! As it happens, you’ll find two new V-Rod® models featured in this issue. Maybe one will become a new addition to your liquid-cooled H-D fleet. –Ed.*

### TAKING UP THE CHALLENGE

Having ridden the inaugural Hoka Hey in 2010, I was very happy to see that the Motor Company and H.O.G.® have come on board to sponsor this ride of a lifetime. Words cannot convey the experience of doing the Challenge, and I urge all who are able to register and ride whatever you can. It doesn’t matter which model you ride, be it a Sportster®, an Ultra, or anything in between. They can all handle it – and *did* in the 2010 event.

I rode my 2005 Springer® Classic from my home in Arizona to Key West, Florida and on to Homer, Alaska, then back to Arizona: a distance of 16,363 miles in 23 days of riding – and it performed flawlessly. I will be riding my Softail® again this year and expect nothing short of perfection from it, just as it has always given me.

As for the rest of you H.O.G. members, are you as tough as your Harley? Register and be in Mesa, Arizona on August 5 to find out. Hoka Hey!!!

MARK W. HOPKINS  
CHINO VALLEY, ARIZONA

### BARS & SHIELDS APLENTY

I have been a motorcycle enthusiast for over 35 years but, sadly, have owned imports most of that time. I recently converted to a Harley-Davidson® bike, and it has been one of the greatest experiences of my riding life. I bought a new Ultra Classic® and immediately noticed the Harley-Davidson logo on the headlamp, key switch, and radio. Closer inspection showed the logos on the rearview mirrors and the words “Harley-Davidson” on the instrument gauges. Every time I clean my Harley I notice a new logo. I’m curious how many times the H-D logo or words “Harley-Davidson” are displayed on the Ultra Classic in viewable locations.

It says a lot about a product when you’re proud enough to display the brand logo in so many locations. And I’m very proud to sport the one displayed on the rear trunk that simply says “USA.”

SANDY NASH  
BLUFF CITY, TENNESSEE

*This sounds like a job for our sharp-eyed readers! Anybody out there ever count the total number of Bar & Shield logos on their Harley-Davidson motorcycle? Let us know! –Ed.*

## It says a lot about a product when you’re proud enough to display the brand logo in so many locations.

SANDY NASH, BLUFF CITY, TENNESSEE

### THE EYE OF THE CAT

“Change Your Luck – Ride a Knuck” in *HOG* 010 is a great story. I have a quibble with the caption for one of the photos; specifically regarding the dash shown on Page 48. It says that it’s a “cat’s eye” dash console. Are you sure about that? I always thought the cat’s eye dash had two separate football-shaped lights on either side of (and slightly below) the



speedometer face, thus giving rise to the “cat’s eye” nickname.

If I’m wrong, I’ll accept the consequences.

RICH FAULKNER  
VIA E-MAIL

*You are correct! (No consequences required.) The error is the result of an 11th hour photo swap and an incomplete caption change. The original photo above shows what you describe. –Ed.*

### WHAT’S THE RUSH?

The story by Josh Kurpius riding the 2011 Blackline® FXS model in the previous edition was a great story. However, I couldn’t help but notice that the photo on Page 29 shows his speedo is clocking 100 mph! And this is when Josh is on what appears to be a busy suspension bridge, on the slow side of a lumbering white 10-wheeler. Don’t you think 100 mph is a little over the top given the traffic situation?

COL JIM PITTS (USAR RETIRED)  
BOSTON, MASSACHUSETTS

*We wondered if anyone would notice that. In fact, quite a few did. The bike was actually a Canadian model with a speedo calibrated in kilometers. So Josh was running about 62 mph! –Ed.*

### LEDs IN THE SPOTLIGHT

I have been researching LED headlamps with various dealers, online articles, and discussions with other riders, and recently read the “See What You’ve Been Missing” article (*HOG* 010). We installed the LED Tail Lamps and Turn Signals on both my Ultra Classic® Limited and my wife’s Street Glide® and are very pleased with them. I’m attempting to find information on whether or not there’s a glare in the mirror

if being followed by an H-D® motorcycle with LED headlamps. We frequently ride with two or more bikes and wouldn’t want to impair anyone’s visibility due to glare. We appreciate any information you can provide.

KEN BAKER  
MOORHEAD, MINNESOTA

*Ken, we didn’t do anything with the headlamp design that specifically addresses glare in someone’s rearview mirror because there’s really no need. LED headlamps allow for more precise positioning of the light in areas that are usable; therefore, there is less stray light – that is, less glare – that can be annoying to other motorists.*

Larry Thompson  
Harley-Davidson Windshield, Decorative and Lighting Category

### ONE MORE FOR “TWO’S COMPANY”

The article “Two’s Company – Riding with a Passenger” by Becky Tillman was excellent. There’s one additional item I believe is worth noting: Prior to the passenger dismounting, the driver should tell the passenger not to dismount until told to do so. This will prevent the bike tipping over from the passenger dismounting when the driver isn’t ready. The driver should firmly plant his feet on the ground and grip the handlebar to stabilize the bike while the passenger dismounts safely.

BILL KARAS II  
FLUSHING, MICHIGAN

### 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.





# BOB Visits the Museum®

**BIKES OVER BAGHDAD** – a BMX exhibition featuring an elite collection of the world’s best action sports athletes, announcers, and ramp builders – makes a triumphant return from recent appearances in Kuwait, Iraq, and Qatar at the Harley-Davidson Museum August 20-21, 2011. The group’s main mission is to support U.S. and allied troops serving overseas, and this is a rare opportunity to see some of the biggest names and coolest stunts in extreme sports in person. Athletes scheduled to appear include Chad Kagy, Brian Kachinsky, Nate Wessel, Drew Bezanson, Mykel Larrin, Micah Kranz, and Jeremiah Smith. Admission to the event is included with a Museum ticket and is free for Museum members. For complete event information, visit [www.h-dmuseum.com](http://www.h-dmuseum.com).

# Forty-Eight® Color Options



Vivid Black as options for 2012 are Big Blue Pearl, Chrome Yellow, and H-D Orange. For more information about the entire 2012 model lineup, visit [www.harley-davidson.com](http://www.harley-davidson.com).

**AMONG THE EXCITING NEW DEVELOPMENTS** for the 2012 lineup of Harley-Davidson® motorcycles are three new colors for the Forty-Eight®. Joining

# Free the World and Win



**IN THE NEW MOVIE CAPTAIN AMERICA: THE FIRST AVENGER**, which opened July 22, the title character rides a 1942 Harley-Davidson® WLA “Liberator.” And you can team up with Marvel® and H-D to “Liberate the World” – and perhaps win a new motorcycle. By entering “The H-D Free the World Giveaway,” you’ll be eligible to win one of two new Harley-Davidson 1200 Custom motorcycles.

Included in the top prize will be a trip to Milwaukee to work with Marvel and H-D to turn that motorcycle into the custom “Liberator” of your dreams. In honor of those who serve our country, one of these two special motorcycles will be reserved for a veteran or active member of the U.S. military. To enter, or for complete contest rules and information, visit [www.h-d.com/captainamerica](http://www.h-d.com/captainamerica).



# Owners Only

**VISIT THE NEW OWNERS SECTION** at [www.harley-davidson.com](http://www.harley-davidson.com) to get exclusive new access to important information about your motorcycle. Information now available online – exclusively via the Owners Section – includes Owner’s Manuals, maintenance schedules, and comprehensive recall information. To create your owner’s profile and get started, visit [www.h-d.com/owners](http://www.h-d.com/owners).



**HD TLC**



# Lines of Sight

**WHEN YOU’RE RIDING AT NIGHT** – scanning the surroundings and road ahead with a heightened sense of anticipation – are you confident that your headlamp is aimed in the right place to provide optimal nighttime visibility?

Headlamp alignment is something a lot of riders seldom think about, even though it’s an important safety consideration. Fortunately, adjusting it is a simple procedure you can perform yourself (or better, with a helper):

1. Verify that front and rear tire inflation pressures are correct and that your suspension is adjusted to the weight of the principal rider (and passenger, if applicable). Also, for best results, make sure the fuel tank is full.
2. Measuring from the front axle, position the motorcycle 25 feet from a wall. Draw a vertical chalk line on the wall directly in front of it.
3. With the motorcycle laden (with rider in place) and upright, point the front wheel straight toward the line and measure the distance from the floor to the center of the high beam bulb. Then draw a *horizontal* line across the vertical line that is 2.1 inches (53 mm) lower than the measured height of the high beam bulb.
4. To verify alignment, set the headlamp switch to high beam and confirm that the center of the hot spot (the brightest area of the light beam) is centered where the two lines intersect.
5. If adjustment is required, locate the horizontal and vertical adjuster slots in the headlamp trim ring, and use a Phillips screwdriver to turn the screws until the headlamp beam is properly positioned. (On dual-headlamp models, the adjusters are small hex nuts, two on each side, located near the bottom edge of the inner fairing).

This process is spelled out in more detail in your motorcycle’s Owner’s Manual or Service Manual. As always, don’t hesitate to rely on the highly trained service professionals at your local Harley-Davidson dealership if you’re unsure or have any questions.





Taking Stock of MMM

**THANKS TO THE EFFORTS** of H.O.G.® Regional Manager Dan Mattias and Dan Tandy of O’Toole’s H-D (who holds a seat on the Exchange), members in the New York City area enjoyed some special treatment at the headquarters of the New York Stock Exchange on Million Mile Monday.® NYSE officials arranged special motorcycle parking right next to the building (which is usually off-limits for Homeland Security reasons) and gave tours to the 75 riders who attended the limited-access event. Million Mile Monday and the NYSE ride were even featured on the Fox Business Network with a report by Nicole Petallides.

At press time, the unofficial 2011 worldwide mileage total stood at just over 4.3 million logged by riders from more than 70 countries. For a complete 2011 Million Mile Monday wrap-up, log on to members.hog.com.

Maximize Your Membership

**IF YOU HAVEN'T CREATED AN ONLINE PROFILE** at members.hog.com, you’re not making the most of your membership. Remember, only by registering on the exclusive members-only site can you go online to renew your membership; register for events; request a new membership card or replacement pin or patch; download important forms; check the status of your membership package; sign up to receive H.O.G. e-mail (such as the new “H.O.G. Insider” monthly newsletter); and much more.

What are you waiting for? Visit members.hog.com and create your online profile today!

H.O.G.® at Sturgis: It’s Go-time!



**IT’S NOT TOO LATE** to make plans to head to Sturgis, South Dakota for the world’s most notorious motorcycle rally – and take in the official H.O.G.® and H-D events:

**Sunday, August 7** – Join the Motor Company for an exclusive 2012 New Model Launch Party featuring Harley-Davidson staff, other special guests, entertainment, and more. Purchase tickets only at members.hog.com.

**Wednesday, August 10** – The famous Buffalo Chip Campground hosts a pre-concert party before Lynyrd Skynyrd and Gregg Allman take the stage. Exclusive H.O.G. package includes concert ticket, VIP parking, and a pre-concert meal. Purchase tickets only at members.hog.com.

**Saturday-Saturday, August 6-13** – H.O.G. Pin Stop – Visit us at 3rd and Lazelle downtown to pick up your free H.O.G. event pin and more.

**Wednesday-Thursday, August 10-11** – H.O.G. Pit Stop at AHDRA – Watch the racing action at Sturgis Dragway for a special H.O.G. admission (and receive a free commemorative pin). While you’re there, stop by the Harley-Davidson Racing Experience to test your skills on the Drag Racing Reaction Challenge.

Start Your Engines, Mark Your Calendars

**THERE’S STILL PLENTY** of exciting racing action left on the 2011 AHDRA (All Harley Drag Racing Association) schedule. Make it a point to check out one of the remaining races – and stop in at the H.O.G. Pit Stop for a free commemorative pin!

- August 5-6 – **Bristol, Tennessee**
- August 10-11 – **Sturgis, South Dakota**
- August 27-28 – **Woodburn, Oregon**
- September 17-18 – **Belle Rose, Louisiana**
- October 8-9 – **Rockingham, North Carolina**

Got Rhythm?



**IN CASE YOU AREN'T AMONG THE FORTUNATE FEW HUNDRED** who recently took part in the H.O.G.® Rock, Rhythm & Blues Tour, I thought I'd take a few moments to fill you in on what you missed. (And then maybe next time you'll make sure to join us!)

It all started in New Orleans, where in true Mardi Gras fashion we

held our own version of a walking parade on Canal Street, handed out plenty of black and orange beads, and celebrated with some great jazz music and Creole food. Somehow, I think everyone managed to find Bourbon Street at least once.

After a quick overnight in Meridian, Mississippi we headed for Memphis, Tennessee and all things Elvis. The Natchez Trace provided some wonderful, tree-lined riding, followed by visits to Elvis’s birthplace, Graceland, Sun Studios, Gibson Guitar, and soul food and blues on Beale Street.

From there it was on to Nashville, a.k.a. “Music City, U.S.A.”! The Grand Ole Opry beckoned with a late performance featuring Martina McBride, Carrie Underwood, Lady Antebellum, Darius Rucker, Jerrod Niemann, The Oak Ridge Boys, and Bill Anderson. An all-star lineup! But the *real* highlight was Yours Truly, riding a 2011 FLHX Street Glide® 103 onto the stage during one of the show segments.

Topping that would be a challenge, but we gave it a shot the next day by kicking off the 40th Anniversary CMA Fest with 160 Harley-Davidson® motorcycles roaring down Broadway to start the annual parade. The next morning, as we rode through some spectacular country toward Cleveland, the cooler temperatures and light rain were actually a welcome change from the heat and humidity.

The tour was capped off with a Rock and Roll Party at the world-famous Rock and Roll Hall of Fame Museum on the shores of Lake Erie. Members celebrated the conclusion of 1,500 miles of riding, stops in six great cities, four music-themed parties, and 10 unforgettable days with live music, a dessert bar, and plenty of great road stories.

It was a unique and amazing tour, to be sure. But the best part of finishing a H.O.G. rally is knowing there’s always another one coming (log on to members.hog.com to stay informed). Are you ready to ride with us next time?

“Live” from the Rock, Rhythm & Blues Tour, this is “Kansas H.O.G.,” signing off ... for now.

Alan Fankhauser  
H.O.G. Events Manager



Will Barclay

## Will to Win – Again

**THIS SEEMINGLY MILD-MANNERED PILOT** won what just might be the most demanding motorcycle ride of the decade. Last year's inaugural Hoka Hey Motorcycle Challenge tasked riders to 8,500 miles of secondary roads from the Florida Keys to Homer, Alaska. Although he started dead last, Barclay crossed the finish line almost a full day ahead of the pack to win the half-million dollar payoff. It took him 194 hours, and only 10 of those hours his wheels weren't turning (don't try this at home). This August – with backing from Harley-Davidson – the Hoka Hey will once again challenge riders to an epic ride, with Barclay as the man to beat.

So what's his secret? What makes this 51-year-old private jet pilot so indomitable?

"I had been training for Hoka Hey unintentionally," Barclay states. "I enjoy motorcycling the Himalayas and India solo, and regularly encounter every possible scenario. At 18,000 feet altitude you develop stamina and endurance, [and] when it's time to stop I just pitch a tent, sleep a few hours, and continue on. There are no road signs, so an intuitive sense of direction is critical. As a pilot, I ride between flights, so timelines keep me focused and unrelenting. Hoka Hey was a natural."

Because of both his hobbies and his vocation (he pilots Gulfstream aircraft, the most advanced business jet in the world), sleeping only a couple hours a night for days on end comes naturally for Barclay. "I have an uncanny internal time clock," he says. "[I] am in Dubai one day and Hong Kong the next. There really is no designated time to sleep or eat."

During the Hoka Hey, he typically wouldn't even take his helmet off, instead just lying down for 30 minutes or so to recharge. In other words: Serious contenders better prepare to step up their game.

Contrary to what you might imagine, Barclay's ride is a bone-stock 2008 Electra Glide® Classic he calls "Excalibur." "I put 27,000 miles on her in three months," he states plainly. There are Hoka Hey stickers on the saddlebags and faring and a raggedy yellow Hoka Hey bandana hanging off the trunk.




Photography: Rusty Childress Photography

It boasts a standard Twin Cam 96™ power plant, an extra seat pad, additional saddlebag brackets, a stock handlebar, a 10-inch windscreen with windscreen pouches, and a tank bag. Not much to grab your attention. But then you notice the hand-written paper sign taped inside the tank bag – and the tiny beaded doll attached to one mirror.

"It reminds me of my mission," he says of the words on the sign, given to him by Eliza, his girlfriend. And the doll? "That's an Indian prayer doll. It's my totem. She gave me that, too. She got it from her mother. She named him 'GoGogetem.'"

And now he's planning to go get 'em again. For 2011, the Hoka Hey challenges riders to more than 10,000 miles through all 48 contiguous states and into Canada to Nova Scotia. What makes him think he can win again? Probably the same tank bag mantra he's been chanting since day one:

*Winning is having faith and faith is believing something is real that hasn't happened yet.* 

For more information on the 2011 Hoka Hey Motorcycle Challenge, visit [www.hokaheychallenge.com](http://www.hokaheychallenge.com).

# MORE WAYS TO FLY & RIDE

**H.O.G.® Fly & Ride now offers more locations and greater flexibility than ever. We've teamed up with Harley-Davidson® Authorized Rentals to make this popular benefit available at more than 300 dealerships around the world, with more models to choose from, the freedom to ride as many days as you want, and more.**

**In other words, more of everything you ride for.**

**To find a participating worldwide Authorized Rentals location, visit [www.h-drentals.com](http://www.h-drentals.com). For more information, log on to [members.hog.com](http://members.hog.com) or call 1-800-CLUBHOG (1-800-258-2464), Monday-Friday, 8AM-4:30PM CST, for assistance.**





## Next Ride

Silverton to Ouray, Colorado

## Million Dollar Highway

**SO NAMED FOR THE GOLD AND SILVER** mining territory it originally served (legend has it there are millions of dollars in gold dust embedded beneath the road), the Million Dollar Highway is a 24-mile stretch of the San Juan Skyway, rich in history and natural beauty. This narrow, twisting, potentially treacherous two-lane road, lined by steep cliffs and sharp drop-offs with no guardrails, provides a heart-stopping technical riding experience. If such conditions make you nervous, better to limit your riding to south-to-north, which will keep you on the “inside” lane.

[www.byways.org/explore/byways/2101](http://www.byways.org/explore/byways/2101)

Photography: Kane Scheidegger

# Ride... Rack'em up.



You travel for many reasons, which is why we now have **Best Western®**, **Best Western Plus®** and **Best Western Premier®**. We've made it easy for you to find the hotel that is just right for your trip.

Each Best Western is independently owned, which means there will always be someone there who cares about you and rewards you for your loyalty.

## H.O.G.® MEMBERS RECEIVE PLATINUM ELITE STATUS WITH BEST WESTERN.

Join Best Western Ride Rewards®, the exclusive FREE rewards program designed just for Harley-Davidson® Enthusiasts!

- Automatic upgrade to Platinum Elite status
- 15% bonus points on every stay
- Complimentary room upgrades, early check-in and late check-out when available
- Save a minimum 10% at all Best Western hotels in North America

Plus enjoy additional benefits when you stay at one of our 1,200 Rider-Friendly® hotels in the U.S. and Canada.



Lodi to Prairie du Chien, Wisconsin

## Lower Wisconsin River Road

**AS THE NAME SUGGESTS**, this lush and winding 100-mile scenic byway traces the lower lengths of the Wisconsin River – “From the Empire Prairie to the Mighty Mississippi.” You'll ride past rich farmland, in the shadow of majestic bluffs, past peaceful wetlands, through charming small towns, and among a variety of wildlife. Prairie du Chien, at the confluence of the Wisconsin and Mississippi rivers, is one of the nation's best spots to view wild bald eagles, a symbol of both America and Harley-Davidson.

[www.richlandchamber.com/hwy60.html](http://www.richlandchamber.com/hwy60.html)  
[www.lowerwisconsinriverroad.com](http://www.lowerwisconsinriverroad.com)

**YOU'RE NEXT!** *Got an idea for a great Next Ride?*

*Send your suggestion, along with a high-quality photograph to [hogmagazine@harley-davidson.com](mailto:hogmagazine@harley-davidson.com).*



PLUS



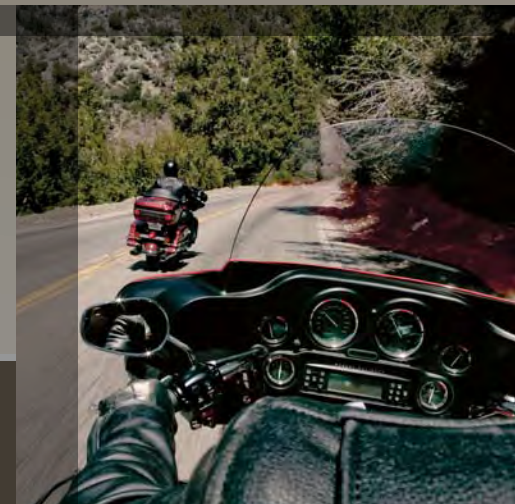
Best Western



PREMIER

The World's Biggest Hotel Family<sup>SM</sup>

ENROLL & BOOK TODAY  
[bestwestern.com/hog](http://bestwestern.com/hog) | 1.888.BW2BIKE  
 Check out our seasonal offers and promotions







H-D OPEN HOUSES

Open House Month

SEPTEMBER IS YOUR OPPORTUNITY to get an extra behind-the-scenes look at H-D facilities around the country, including factory tours, special exhibits, and 2012 model demo rides. For details, visit [www.harley-davidson.com](http://www.harley-davidson.com).

VEHICLE & POWERTRAIN OPERATIONS

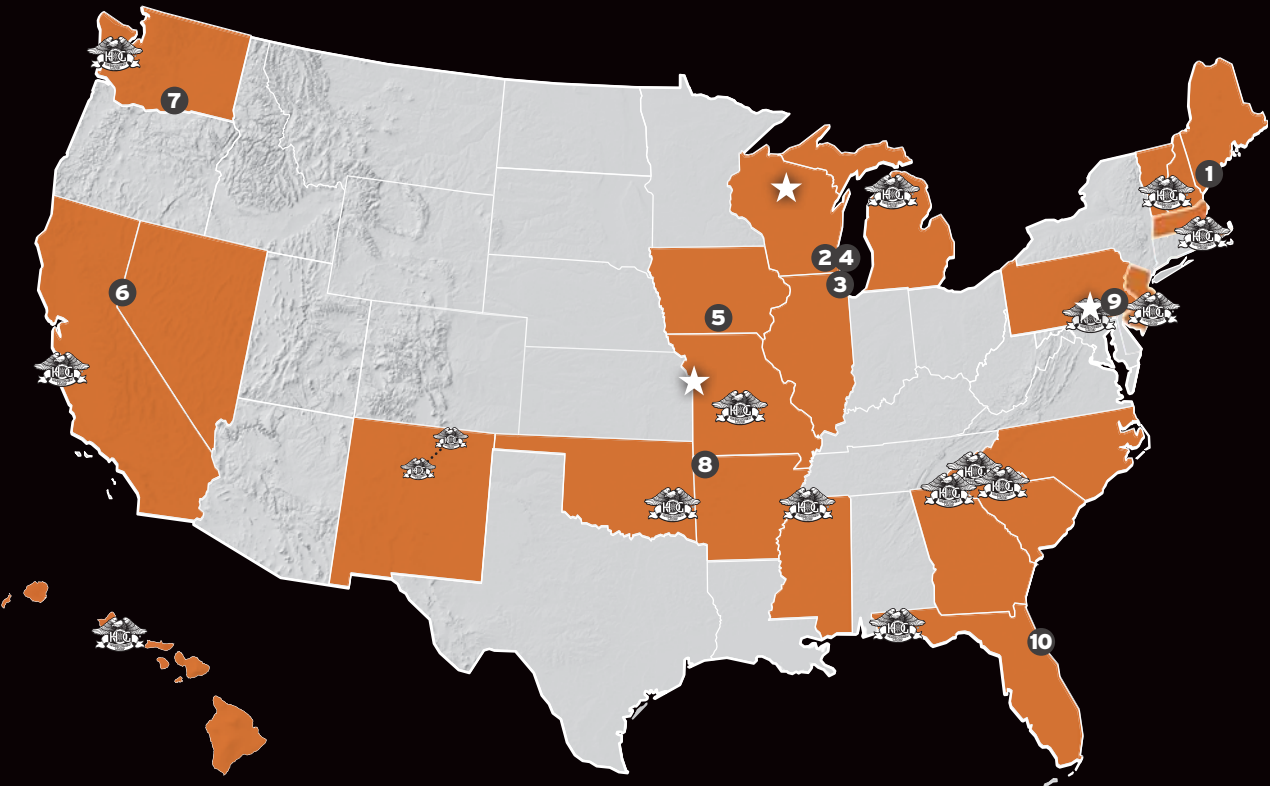
- › Kansas City, Missouri
- › September 9-10
- › H.O.G. Pin Stop

TOMAHAWK OPERATIONS

- › Tomahawk, Wisconsin
- › September 15-18
- › H.O.G. Pin Stop

VEHICLE OPERATIONS

- › York, Pennsylvania
- › September 29-October 1
- › H.O.G. Pin Stop



**1**  
**GREAT STATE OF MAINE AIR SHOW**  
› Brunswick, Maine  
› August 26-28  
› [www.greatstateofmaineairshow.us](http://www.greatstateofmaineairshow.us)



**2**  
**MILWAUKEE RALLY**  
› Milwaukee, Wisconsin  
› September 1-5  
› [www.milwaukee rally.com](http://www.milwaukee rally.com)



**3**  
**NORTH COAST MUSIC FESTIVAL**  
› Chicago, Illinois  
› September 2-4  
› [www.northcoastfestival.com](http://www.northcoastfestival.com)



**4**  
**CUSTOM BIKE SHOW AT THE HARLEY-DAVIDSON MUSEUM®**  
› Milwaukee, Wisconsin  
› September 5  
› [www.h-dmuseum.com](http://www.h-dmuseum.com)



**5**  
**AMA FLAT TRACK RACING**  
› Knoxville, Iowa  
› September 10  
› [www.amaproracing.com](http://www.amaproracing.com)



**6**  
**STREET VIBRATIONS**  
› Reno, Nevada  
› September 21-24  
› H.O.G. Pin Stop  
› [www.road-shows.com](http://www.road-shows.com)



**7**  
**THE GREAT PROSSER BALLOON RALLY**  
› Prosser, Washington  
› September 23-25  
› [www.prosserballoonrally.org](http://www.prosserballoonrally.org)



**8**  
**BIKES, BLUES & BBQ**  
› Fayetteville, Arkansas  
› September 28-October 1  
› H.O.G. Pin Stop  
› [www.bikesbluesandbbq.org](http://www.bikesbluesandbbq.org)



**9**  
**27TH ANNUAL NHRA KEYSTONE NATIONALS**  
› Reading, Pennsylvania  
› September 30-October 2  
› [www.nhra.com](http://www.nhra.com)



**10**  
**BIKETOBERFEST®**  
› Daytona Beach, Florida  
› October 13-16  
› [www.biketoberfest.org](http://www.biketoberfest.org)

International

**14TH EUROPEAN BIKE WEEK**  
› Faaker See, Austria  
› September 6-11

**H.O.G. OFFICER TRAINING**  
› Adelaide, Australia  
› September 16-17

**H.O.G. OFFICER TRAINING**  
› Seville, Spain  
› October 13-16

**TAIWAN H.O.G. RALLY**  
› TBD, Taiwan  
› October 14-16

**MEXICO H.O.G. RALLY**  
› Veracruz, Mexico  
› October 27-30

**HARLEY RIO DAYS**  
› Rio de Janeiro, Brazil  
› November 4-6

**AUSTRALIA H.O.G. RALLY**  
› TBD, Australia  
› November 17-19



2011 U.S. State H.O.G.® Rallies

WHETHER THEY'RE AROUND THE CORNER or across the country, U.S. State H.O.G. Rallies provide unique opportunities to enjoy new experiences as you travel the United States.

**RHODE ISLAND/ MASSACHUSETTS**  
Warwick, RI  
August 11-13

**WASHINGTON**  
Olympia  
August 25-27

**SOUTH CAROLINA**  
Spartanburg  
October 6-8

**NEW HAMPSHIRE/ VERMONT**  
Lebanon, NH  
August 18-20

**GEORGIA**  
Hiawassee  
September 8-10

**HAWAII**  
Honolulu  
October 7-9

**NORTH CAROLINA**  
Hickory  
August 18-20

**NEW MEXICO**  
Red River to Santa Fe  
September 8-10

**FLORIDA**  
Destin/ Fort Walton Beach  
October 19-22

**PENNSYLVANIA**  
Gettysburg  
August 18-20

**NEW JERSEY**  
Seaside Heights  
September 22-24

**MISSISSIPPI**  
Southaven  
October 27-29

**MICHIGAN**  
Boyne Falls  
August 25-27

**CALIFORNIA**  
Monterey  
September 29-October 1

*For a complete 2011 schedule, log on to [members.hog.com](http://members.hog.com).*

**MISSOURI**  
Osage Beach  
August 25-27

**OKLAHOMA**  
McAlester  
October 6-8



BETWEEN THE LINES

# A Course in Obstacles (cont.)

## Our Readers Have Their Say

By **Becky Tillman**, MSF RiderCoach Trainer, Rider's Edge® Instructor, and Rider's Edge Regional Manager, Harley-Davidson Rider Services



**The Between the Lines article in HOC® 009**, “A Course in Obstacles,” generated quite a bit of reaction. Most of it very positive, I’m happy to report. But there were also a few observations about things we had missed, and suggestions for further clarification on a point or two that might be helpful. We also received a surprising number of stories about two-by-fours!

The truth is, learning to avoid obstacles

in the road, and dealing with them when necessary, is a big topic – and obviously one that’s important to our readers. So we thought it would be constructive to devote another two pages to all those little “surprises” you sometimes find in the road ahead.

### The Eyes Have It

One topic we received multiple letters on is what’s known as “target fixation” ...

*When I first started riding Harleys® in 1966, I was told not to look at the object in the road but instead to look to either side of it, where I wanted the bike to go, as it seems that where you look is exactly where the bike will go. This advice has served me well for 45 years.*

**DENNIS MOTTER**  
CHINO, CALIFORNIA

This is an excellent point and something that probably should have been addressed in the original article. In the motorcycle safety world, target fixation is based on the idea that the motorcycle will tend to go where you are looking; therefore, you should not “look at” the obstacle you are trying to avoid. But it’s really not quite so simple.

The key word is “fixation.” To fixate on something does not simply mean to look at it. Rather, it means to *focus* your gaze on it, for more than a couple of seconds. When you do, two things happen: 1) Yes, there’s a tendency for your motorcycle to go where you are looking. But remember, your eyes do not literally steer your motorcycle, so there must be something else at work. And that is, 2) when you fixate on the obstacle, you distract yourself from – or even literally block out – other visual inputs.

It’s also worth noting that Dr. Ray Ochs, Director of Training Systems for the Motorcycle Safety Foundation breaks the concept into two distinct phenomena: “eye target fixation” and “*brain* (or perceptual) target fixation.” The key is that fixating on something *in your mind*, without necessarily staring at it, can be just as bad as fixating visually.

So my short answer is this: You are correct in that you should not *stare* at the object you’re trying to avoid. Nor should you *fixate* on your “escape path” or anything else. Keep your eyes moving.

Decide where you want the motorcycle to go and then *Execute* (the second “E” in the “S.E.E.” technique). Turn your head toward your intended path and maneuver your motorcycle appropriately, but keep *Scanning* and *Evaluating* as you approach the obstacle.

This will help you stay more aware and in better control of the situation, even as things potentially change and force you to modify your original escape plans.

### Forward March

A few readers wrote to complain (politely, of course!) that the method we described for raising your butt off the seat when surmounting an obstacle is difficult if not impossible on certain models ...

*Ms. Tillman states: “... when approaching an obstacle at a 90-degree angle, lift yourself off the seat, keep your knees bent, and shift your weight to the rear (of the motorcycle). Roll off the throttle and lift over the obstacle.” I would agree with this approach except when riding a motorcycle fitted with “custom forward mounted controls.” As a motorcycle rider for the past 51 years, I find it is physically impossible to execute this option with any motorcycle equipped with such controls!*

**JIM DEBLOIS**  
ALBUQUERQUE, NEW MEXICO

The bottom line here is that the technique is the same no matter where your foot controls are mounted, but forward controls can make it more difficult to execute. Many riders have little or no difficulty lifting their butt an inch or two above the seat with forward controls. Even if you can’t get any “air,” shifting your weight to lighten the front end will help absorb some of the blow.

The key is to know what your bike can do and what your body can accept. Remember: In an emergency situation, you don’t usually have a choice, so you have to be prepared to make the best of the situation.

## ... learning to avoid obstacles in the road, and dealing with them when necessary, is a big topic ...

### Pickup Stuff

One reader was quite adamant about the menace of open pickup trucks ...

*NEVER follow an open pickup truck, period! Usually, a semi driver has his load tied down, because he does not keep his job very long if his load flies away in the wind. But non-professional pickup drivers often don’t understand how windy it can get in the bed of a truck. (And before everyone who drives a pickup truck gets all bent out of shape, I’m a pickup driver myself.) I’ve known of queen-sized mattresses flying out of the bed of an uncovered pickup. If it has a cover or a cap, then you can follow at a safe distance. But if the bed is open, just STAY AWAY!*

**K. CARL MILBRODT**  
VIA E-MAIL

Point taken! Without further disparaging pickup drivers, it’s worth adding that paying attention to the *type* of vehicle you’re following is definitely worthwhile. Loaded dump trucks, for example, are also worth keeping an eye on, as rocks, pebbles, or clumps of dirt (or worse?) can fly out and into your path without warning. And speaking of pickup trucks ...

### Lumber Alert

Even though I wrote, “Personally, I don’t think I know of anyone who’s had a two-by-four unexpectedly drop into their path” – please note that I said I didn’t think it never happened! Here’s proof that it does ...

*I was riding across Interstate 20, east of Birmingham, Alabama, when a pickup truck made a pass a few vehicles ahead of me. Without warning, an eight-foot two-by-four fell out of the truck’s bed. I only caught a*

*brief glimpse of something that didn’t look right when there it was, across my lane, with splinters flying as it slid and rolled along the highway. I didn’t even have time to think anything other than “Go with it,” so that’s exactly what I did. I lifted myself slightly out of the saddle, kept the throttle open, and went right across the top of that two-by-four as it continued to splinter and slide. I caught a brief glimpse of wood splinters in my mirror as we continued to roll without ever even slowing down.*

*I am living proof that Harley builds a fantastic product that is not only able to go the long haul, but designed to handle those unexpected curve balls that life (and the interstate) sometimes throw at you.*

**JEFF MITTEN**  
VIA E-MAIL

Thanks for writing, Jeff. You’re also living proof that the techniques we’re talking about here really work. Your story provides good examples of the importance of paying attention to what type of vehicle you’re following (though it sounds like you didn’t have much choice in this situation); of scanning the situation ahead of you; of staying calm and not panicking; and of trusting the techniques you’ve been taught to help deal with dangerous situations.

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





# GLIDE

~~~~ and ~~~~

# RIDE

~~~~~  
FLYING DOWN TO TORREY PINES ON THE NEW 2012 SWITCHBACK

story by MIKE ZIMMERMAN   photos by WESLEY ALLISON



*Jumping off a cliff, it turns out, is not as scary as you might think. Oh, sure, there’s an amazing sense of anticipation and a bit of an adrenaline rush as you approach the edge. But you’re so preoccupied thinking about those all-important pre-launch instructions you hardly have time to tremble. And by the time the moment of truth arrives, your feet are barely touching the ground anyway, as the colorful sail above catches the updraft well before you reach the precipice.*



#### TOURING AND CRUISING IN ONE

The assignment was choice: Pick up a new, unreleased 2012 Harley-Davidson® Switchback motorcycle from the H-D Fleet Center in Los Angeles and go have fun with it for a couple days. I jumped at the opportunity, both because I thought the Switchback would be a perfect bike for me, and because I knew exactly where I wanted to take it.

All-new for 2012, the Switchback is a member of the Dyna® family. Essentially two motorcycles in one, it features detachable hard saddlebags and a quick-detach fork-mounted windshield as standard equipment, making it instantly convertible from a comfortable, mid-size touring machine to a classic cruiser. It’s perfect for someone in the market for a lighter, easy-to-handle touring bike, but who still wants to cruise around town on something sleeker.

My destination of choice was the Torrey Pines Gliderport in La Jolla, just north of San Diego. You can see the gliders on TV when they play tournaments at the nearby Torrey Pines Golf

Course. I’ve always wanted to try it, and opportunity was now beating down my door.

After picking up the Switchback at the H-D Fleet Center in Los Angeles, I met photographer Wes Allison early the following morning in Huntington Beach. A native of the area, Wes would also serve as my tour guide as we made our way down the Pacific Coast Highway.

At the risk of sounding like a Midwestern rube, I’m always impressed when I come to California at how exotic it all seems. The palm trees. The amazing cultural diversity. The endless beaches (though we have beaches in Milwaukee, the Lake Michigan variety just can’t compare). Even the architecture. It’s like a whole new world, even though it sometimes seems familiar – you know, from TV.

As Wes led me down the coast, I realized we were riding through quintessential Southern California beach towns – Baywatch come to life. And I wondered what it must be like to grow up here – how different from my own upbringing



Far Left: Stripped of its bags and windshield, the Switchback becomes a sleek custom cruiser in nothing flat. Left: Enjoying the view from above. Below: Giving a whole new meaning to riding “two-up.”



in the plains of Central Illinois – where a day at the beach isn’t something you dream about but a nearly everyday occurrence. When we stopped at the Frog House Surf Shop in Newport Beach for a photo-op, I watched a different world go by: A pony-tailed man on a skateboard “walking” his Labrador. A couple of wetsuit-clad surfers heading toward the beach. Two older men walking with an exotic-looking custom bicycle. Just another day in Southern California.

After cruising down through Laguna Beach and on to Dana Point, we jumped on the freeway to hook up with CA 74, a.k.a. the Ortega Highway, to take the long way, through the mountains, to Torrey Pines.

#### IT HAD ME AT “HELLO”

I started falling for the Switchback even before I saw it, and by the time we hit the mountain twisties I was a total goner. From a comfort and power standpoint, it’s a definite step up from my trusty Sportster® at home. And though it lacked the

big fairing and some of the luxuries of the Touring models I often ride on assignment, the nimble handling and smaller price tag (\$15,999 in Vivid Black) made those things feel very unimportant.

At highway speed, the mid-sized windshield did its job well. It’s small enough to allow a nice breeze around my face and neck, but large enough to stop that blast to the chest – you know, the one that’s exhilarating on short rides but can wear you out after a 500-mile day. Again, the nice thing with the Switchback is you can have it both ways.

The full-length rider footboards make it look and feel more like a larger Touring family bike. And while the lockable saddlebags are a little smaller than their Touring counterparts, they provided plenty of capacity for my overnight adventure. When you’re ready to hit the town, they detach almost instantly, with a new quick-detach mechanism. To switch back (pun intended) to touring mode, they re-attach just as easily.

»



# I GUESS IT'S TRUE THAT ANYTHING'S POSSIBLE WHEN YOU SET OUT FOR ADVENTURE ON A HARLEY-DAVIDSON® MOTORCYCLE



From a styling standpoint, the Switchback takes a somewhat nostalgic approach. The “cigar tube” shocks take you back to a 1950s FL model. The full nacelle is dripping in chrome. The 2-into-1 exhaust provides a nice deep rumble. And the cast aluminum wheels scream “classic muscle car.”

And speaking of muscle, boy, does it move! Like most of the 2012 Big Twin models, the Switchback comes standard with the new Twin Cam 103™ engine, providing plenty of get-up-and-go when you need it (an essential quality when riding the L.A. freeway system), and a very comfortable heart rate at highway-cruising speed. And it’s no surprise, of course, that the handling was superb. Not only is it the lightest custom touring motorcycle in its displacement category (it’s about 90 pounds lighter than a Road King, for instance), it boasts an advanced suspension featuring nitrogen-charged, monotube rear shocks and a cartridge-type front fork. It’s “small for its size”; that is, it handles like a smaller bike but works like a larger one. It’s also easier to push around a parking lot.

The Ortega Highway did not disappoint, providing plenty of fun riding and spectacular views. We stopped for lunch at a joint called the Lookout Roadhouse, which in addition to delicious food, served up a breathtaking view. Following our descent toward Lake Elsinore far below, we jumped on I-15 to fly down to Torrey Pines at highway speed.

## RIDING THE WIND

For \$150, almost anybody can go paragliding at Torrey Pines. Officially, what you experience is an “instructional tandem flight”; that is, you’re briefed on the basics of paragliding, strapped in with an experienced instructor, and thrown off a cliff. (So to speak.) Should you decide to learn to fly your own, the tandem flight counts as part of your official training.

And you couldn’t possibly pick a better spot to learn. The Torrey Pines Gliderport is world-famous for its ideal conditions. Situated near the edge of a 300-foot cliff overlooking Black’s Beach and the Pacific Ocean, the nearly constant westerly winds hit the cliff and deflect upward, creating the steady updrafts so coveted by paragliders, hang gliders, and even radio-controlled glider pilots. Jeremy Bishop, the manager there (as well as my pilot and host), told me almost every day at Torrey Pines is a good day to fly.

While Wes stayed on the ground to take pictures (he chose not to go up – his loss!), Jeremy ran me through the basics. To take off, especially with a big guy like me, the trick is to generate as much forward momentum as you can heading toward the cliff into the wind. That means leaning forward, pushing against your harness, and running – or trying to run. Every step requires some effort as you fight against the pull of the canopy above you.

“First thing we’re going to do is take two steps forward,” Jeremy instructed. “Then we’ll take two steps backward before we make a run for the cliff. Keep your eyes on that orange cone at the edge of the cliff and keep running toward it.”



Hanging out high above Lake Elsinore en route to Torrey Pines. Opposite: Feeling small (even at 6’2”) alongside Bill Walton. Right: A new latching mechanism keeps the detachable bags secure.



I surmised that the two forward steps get the wing inflated and in the air, while the two backward ones get us positioned under it while it’s on the rise. And then the forward march begins. With my gaze fixed on the cone (perhaps as a distraction?) I was walking on air in just a few steps, enjoying the most amazing view of the California coastline you can imagine.

We stayed in the air a good half-hour (tandem instructional flights typically last 20-30 minutes), riding the wind first to the north, providing a truly bird’s-eye view of the famous golf course, and then to the south, seemingly right into the backyards of what must be some very expensive homes. And, at times, what seemed alarmingly close to the cliffs. You definitely put a lot of trust in your pilot! But it’s comforting to know the Torrey Pines Gliderport website ([www.flytorrey.com](http://www.flytorrey.com)) boasts of providing “over 45,000 injury free tandem flights since 1997.”

Before I knew it, we were floating in for what should have been a gentle landing. Jeremy brought the glider in with expert grace, but when I extended my legs to stick the landing, I realized they had fallen slightly asleep. So instead of running it out I sat it down. Fortunately, that big bundle you’re sitting on, which contains a reserve parachute, also serves as a nice, cushy landing pad when things don’t go quite right.

It was an unforgettable experience to be sure – which proved to be just one of two I would have during my time on the Switchback motorcycle.

## TALL TALE

With the paragliding adventure behind me, I had the next day to ride and explore on my own. Though many friends and co-workers had eagerly offered suggestions on “can’t-miss” things to see and do in San Diego, I couldn’t quite bring myself to face the traffic in what’s been called “America’s Finest City” (though the Switchback, sans bags and windshield, would be perfect for the job). So I headed east instead, to fulfill my recommended daily allowance of mountain riding.

Following a tip from Wes, I headed east from San Diego on I-8 to Route 79, which he promised would offer a nice mix of terrain – as well as exceptional pie in the town of Julian.

After following 79 through scenic Cuyamaca Rancho State Park, I took a spontaneous side trip on the “Sunrise Highway” to head up Mt. Laguna. At 6,000 feet in elevation, Mt. Laguna

is the highest point in San Diego County. And riding up a mountain is my favorite thing to do on a motorcycle.

As I climbed ever higher on the beautiful road, stopping frequently to explore and take pictures, I played a little “leap frog” with an unusually tall gray-haired man on a bicycle. I would pass him, and then while I was stopped he would pass me. How fit he must be, I thought, to ride a bike up a mountain in this heat.

I had been at the top for a while when he caught up to me one last time. And as I passed the freakishly tall, gangly, sweaty man on the front porch of the Laguna Mountain Lodge, a flash of recognition hit me and I blurted out: “Are you Bill Walton!?” “Yep,” he replied.

Yes, it was *the* Bill Walton: NBA Hall of Famer, notoriously blunt former announcer, and a key member of two of John Wooden’s record-breaking NCAA championship basketball teams at UCLA. I’m not usually one to bother celebrities, but he was freely engaging others in conversation, so I joined in. When I told him I was from Milwaukee on assignment for Harley-Davidson, he told stories about playing against Kareem in Milwaukee – and drowning his sorrows afterward at Major Goolsby’s, a downtown sports bar.

He also had very nice things to say about Harley-Davidson, telling me to be sure to thank the Motor Company for making such a fine product. When I asked him for a picture, he suggested I wait until he could bring his bicycle next to my motorcycle to get a better shot in front of the lodge. All in all, he just could not have been nicer.

After the excitement at the summit, the rest of the ride seemed almost anti-climactic. The highlight, of course, was the pie at the Famous Old Julian Café and Bakery. I chose the apple-boysenberry, which not only lived up to the hype, but exceeded my expectations. Much like the Switchback motorcycle.

By the time I jumped back on the freeway at Temecula to head back to the City of Angels, I realized it would have been difficult to spend two more interesting and exciting days on the Switchback. I guess it’s true that anything’s possible when you set out for adventure on a Harley-Davidson® motorcycle.

And as far as the Switchback is concerned ... know anybody who wants to buy a 2003 100<sup>TH</sup> Anniversary Sportster? I know someone who might be looking to sell. [HOG](#)





# THE ART OF CUSTOM WHEELS

**THE NEXT TIME** your Harley-Davidson® motorcycle is parked and ready for viewing, take a long look at its side profile. Then add up how much visual real estate is attributed to the wheels. You might be surprised.

The answer: nearly one-half. This is one reason why custom wheels (and matching brake rotors and sprockets) are a popular addition to many motorcycles.

Harley-Davidson's expertise in designing and manufacturing solid aluminum wheels stretches back decades, and is unmatched in quality and variety. With all-new styles introduced in early June, the company offers two dozen different custom wheel designs, plus a dazzling array of surface finishes.

Forged, cast, or laced – the wheel options available from Genuine Motor Accessories (GMA) are proof positive that not all custom wheels are created equal.

## FORGED BILLET AND CAST

Two types of solid wheels are available through GMA – forged aluminum billet and cast aluminum – each with inherent differences that are worth considering for anyone looking at upgrading.

One-piece GMA forged billet wheels start life as a billet 6061-T6 aluminum alloy puck that's heated to a soft, plastic-like consistency, then squeezed into a hardened die under massive pressure. The forging process alters the grain structure of the aluminum to align with the wheel shape and increases the density of the molecules, producing a nonporous surface that makes chrome like no other. After forging, the wheel goes through a heat-treating process.

Each step in the forging and treatment process is optimized to produce wheels with significantly stronger tensile and yield strength than aftermarket wheels created simply by

machining billet aluminum rod. Likewise, the GMA forged wheels are machined, polished, and plated or painted to a near-perfect surface finish.

The detailed forging process and extra finishing steps make GMA wheels the premium option for customers who want the best wheel at a great price.

One-piece cast GMA wheels are created by pouring molten aluminum into a permanent mold, then carefully controlling the cooling of specific areas to enable the liquid alloy to harden at a specified rate. This is followed by a unique heat-treating process to maximize strength and durability, thus producing the highest-quality casting possible. The company's proprietary casting process produces a wheel surface that's ideal for machining and polishing, and that accepts both chrome and painted finishes. The biggest difference between cast and forged wheels is the price. Retail pricing of GMA cast wheels ranges from \$350-\$750, with a majority of offerings around \$500. Such value pricing is possible only because of the company's

investment in the highest-quality production molds.

Premium-quality production is one difference between GMA wheels and the aftermarket. Certified fit, quality, and durability are other key differences.

## DESIGNED, TESTED, AND CERTIFIED

When the Motor Company designs an accessory wheel, it knows every specification – from thread bores to bearing surfaces, hub widths to brake-disc mount locations (plus dozens of others). This is why only GMA wheels can be built to the highest exacting standards that meet every critical specification.

Conversely, aftermarket companies don't have access to the size specifications of an individual part, so they're stuck having to reverse-engineer their wheels by measuring Harley-Davidson® versions, then hoping their manufacturing process can get "close enough" with the fitment.



BLADE in CHROME



BLADE in CUT BACK GLOSS BLACK



CHISEL in CHROME



CHISEL in CONTRAST CHROME



VAPOR in CHROME



ROULETTE in BLACK ICE



AGITATOR in BLACK ICE



TYPHOON in CUT BACK GLOSS BLACK

»



If original parts are measured incorrectly, or at the outer limit of tolerance, then the aftermarket wheel has the strong potential for improper fitment. Further, when Harley-Davidson makes changes and improvements to components like swingarms, forks, and bearings of a specific model, it takes months before the aftermarket realizes the changes and reacts to it.

Design knowledge is just the beginning. Once Harley-Davidson has designed a wheel, it completes an exhaustive testing regimen – both simulated and real road testing in varied conditions – to confirm its quality and ride characteristics meet the company’s highest standards.

It’s another crucial step in the process that further separates GMA wheels from aftermarket options. It’s why you can fully trust Harley-Davidson® offerings, and why some custom options are not available through GMA.

For example: the aftermarket trend toward oversized (diameter) front wheels on Harley-Davidson® Touring models. While these 20- and 21-inch

oversized wheels might look great on a show custom, Harley-Davidson’s testing on such examples has resulted in unsatisfactory ride and handling characteristics. As such, the company offers larger-than-stock, 18- and 19-inch GMA wheels, but nothing larger.

In addition to the highest quality design and testing methods, every available GMA wheel is stamped with two critical markings: “DOT” and “JWL.”

An abbreviation of Department of Transportation, DOT is a U.S. standard that confirms the wheel is dimensionally accurate for the motorcycle tires specified for it. Likewise, JWL is short for Japan Light Wheel Alloy, a standard certifying that the wheel complies with strength and durability tests, air tightness, dimensional accuracy, and informational marking/identification.

Together, DOT and JWL indicate (in no uncertain terms) that GMA wheels are certified and trustworthy.

You can see the latest GMA wheels and learn more about their superior design and construction by visiting your local Harley-Davidson® dealer. **HOG**



## TEXTURES & FEATURES

It’s not just the shape, quality, and durability that highlight many GMA wheel options. Six trend-setting surface finishes and textures add a dramatic visual depth that satisfies any taste for customization.

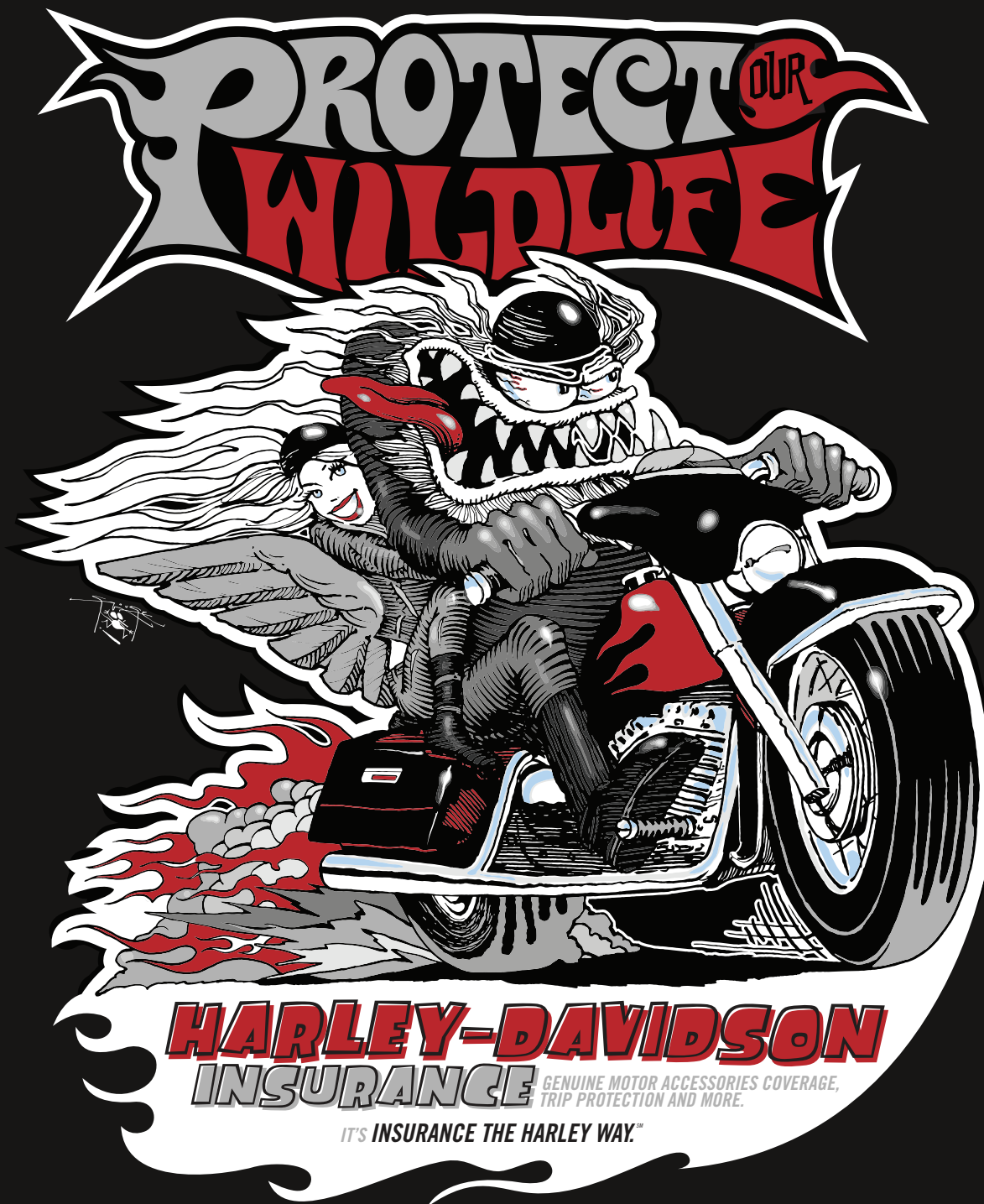


The newest is called **Black Ice**, which appears similar to black chrome with a deep, highly reflective surface that complements the Dark Custom style. It’s unique to the motorcycle industry and only available through Harley-Davidson.



**Cut Back Gloss Black** is another new-for-2011 treatment, in which tough gloss black powdercoat painted surfaces are strategically machined to create aluminum highlights.

Additional surface treatments include Textured Black (satin aluminum spokes that contrast with textured black powder paint); Textured Chrome (chrome-plated spokes with textured chrome contrast); Mirror Chrome (a proprietary polishing technique that results in an extra-smooth surface for near-perfect chroming); and Contrast Chrome (another proprietary technique, for an application of chrome and gloss black powdercoat paint).



Insurance quote provided through Harley-Davidson Insurance Services, Inc., a Nevada licensed insurance agency (NV45597). Available in U.S. only. ©2011 H-D. All rights reserved. Accessory coverage included in most states with the purchase of comprehensive coverage. Trip Protection requires the purchase of Roadside Assistance and is not available in all states. Harley-Davidson, H-D and the Bar & Shield logo are among the trademarks of H-D Michigan, LLC. Insurance products are underwritten by Progressive Casualty Ins. Co. & its affiliates, Mayfield Village, OH. 11D00103 (05/11)

GET A FREE QUOTE  
**H-DINSURANCE.COM**  
**1-866-798-2848**







# GHOSTS OF THE OPEN ROAD

Riding the Loneliest Highways in America Words and Pictures by Glen Abbott





“I NEVER FOUND

the companion that was so companionable as solitude.”

Henry David Thoreau: *Walden* (1854)

It feels like I’m in the middle of freaking nowhere: terrain so remote, so inhospitable, at one time the government set off above-ground nuclear explosions here. Maybe they hoped no one would notice. It’s an area inhabited by space aliens and harboring secret UFO landing sites, if you believe conspiracy theorists.

Sounds like the ideal place for a motorcycle ride. When you get past the glitter, girls, and gambling of Las Vegas, Nevada is primarily high desert. Its population density is less than 20 per square mile (although I imagine the census figures don’t include rattlesnakes or space aliens) – despite being the seventh-largest state in land area. That’s a whole lot of lonely desert. Which makes for lots of lonely highways – the best kind, in my estimation.

I’m riding one of Harley-Davidson’s top touring machines – a 2011 Road Glide® Ultra. Cool Blue Pearl, to match the state’s endless blue skies, 103-cubic-inch motor, for tackling those long stretches of remote highway. ABS for safe stopping, no matter what the desert throws at me. Six-gallon fuel tank, for peace of mind between isolated gas stops. Frame-mounted shark-nose fairing for cutting through crosswinds like a hot knife through butter. Oh yes, the desert can be a harsh mistress, but I’m prepared.

I’m tooling along at slightly extra-legal speeds, rolling east on the “Loneliest Road in America” – U.S. Highway 50, cutting through the middle of the state. I’m just outside Fallon, Nevada – home of the U.S. Navy’s Strike Fighter Tactics Instructor program, better known as “Top Gun,” where the country’s best fighter pilots go for training (“Low Flying Aircraft” is a warning sign you’ll see a lot here). It’s 110 miles to the next town. Twenty-five years ago, a story in *Life* magazine referred to this 287-mile stretch as containing “no points of interest” and recommended motorists not drive the road “unless they’re confident of their survival skills.”

What could have been a Terrible, Horrible, No Good, Very Bad Day for denizens of the isolated region led to a public relations bonanza; astute tourism officials promptly erected signs



**Above:** The gold boom in Rhyolite, Nevada played out almost as quickly as it had begun. Founded in 1904, it was a ghost town by 1920. **Below:** Along the “Extraterrestrial Highway,” Route 375 near Rachel, Nevada and Area 51.

promoting its lonely mystique. Unlike the smoke and mirrors of Las Vegas, Highway 50 is the real deal, a biker’s dream – mile after mile after mile of isolated blacktop cutting through Nevada’s high desert: mountains, valleys, sand dunes, sagebrush, and yucca as far as the eye can see, with liberal doses of coyotes, jackrabbits, field mice, rattlesnakes, and an occasional mountain lion thrown in for good measure.

“We were somewhere around Barstow on the edge of the desert when the drugs began to take hold.”

Hunter S. Thompson: *Fear and Loathing in Las Vegas* (1971)

Let’s start at the beginning: Las Vegas. It’s where the Atomic Age came to Nevada – the U.S. military began testing nuclear weapons in the desert outside the city at the Nevada Test Site in 1951. Crowds gathered to watch the mushroom clouds billow

into the sky. After 1963, atomic testing went underground, continuing all the way through 1992. Casinos – not mushrooms – had started sprouting in the desert somewhat earlier, after the re-legalization of gambling in 1931 (outlawed in the state after 1910). Tourism grew to become Nevada’s number-one industry, drawing visitors in droves to the “City of Lost Wages,” “Sin City,” or “Glitter Gulch.” I didn’t come to gamble, however – I arrived on a two-wheeled mission to explore some of the desert’s most deserted highways.

First day on the Road Glide®, I head west out of Vegas, jewel of the Mojave desert, the morning sun setting the snow-capped mountains in the distance ablaze with color and warming me through my leather jacket. A stiff desert wind is blowing. I’ll be shedding the jacket soon, however, as I ride into Death Valley, one of the hottest places on earth. I’m cruising north on State Route 160; at Pahrump I go west and cross into California. At the

»







The optimistically named town of Goldfield, Nevada was once Nevada's largest city and produced over \$86 million in gold in the early 1900s.

border, a sign welcomes me to Inyo County, California, near the tiny town of Death Valley Junction, site of the historic Amargosa Opera House and Hotel. It's a beautiful yet bleak area; the town's entire population would likely fit inside a VW Microbus.

From the Junction, I ride into Death Valley National Park, air temperature going up as the elevation drops. Vegetation is sparse, the terrain rocky. Death Valley's average July high temperature is 115 degrees (highest ever recorded was 134 in 1913). No worries today, since it's April and a relatively brisk 94 degrees. I ride through aptly named Furnace Creek - elevation sea level - and continue the descent to Badwater. The air becomes thicker, the heat more and more oppressive - kind of what I imagine sticking your head into a blast furnace feels like. I arrive at the lowest point in the U.S. - 282 feet *below* sea level. A small pool of water in the sand is covered by a salty crust (hence the name). Visitors park and hike a quarter-mile or so to adjacent salt flats. Borax - a mineral used as a cleaning agent - was successfully mined nearby in the 1880s, hauled out in giant wagons by 20-mule teams.

From below sea level, I ride up and out of Death Valley, back into Nevada. Climbing, curving, and winding on S.R. 374 toward Beatty, the temperature drops again as elevation increases.

Outside Beatty, I stop in Rhyolite, a ghost town that boomed in 1904 with the discovery of gold and went bust within a decade when the ore played out. Today, several buildings remain, including a "bottle house" constructed of 50,000 empty beer and liquor bottles - the most imaginative use I've seen for empties.

At Beatty, I check into The Atomic Inn and walk over to the Happy Burro Chili & Beer for, uh, chili and a beer. Crystal, the bartender, insists I visit the bathroom when she finds out I've ridden into town on a Harley® motorcycle. "You've gotta clutch it,

that's all I'm gonna tell you," she says. Inside the men's room, a pair of ape-hanger handlebars is mounted on the wall above the urinal; the clutch lever is rigged to the urinal's flush mechanism. Clutch it, indeed: Genius!

On tomorrow's agenda: Goldfield and Tonopah - towns, less than 30 miles apart, which produced fortunes in gold and silver, respectively, in their glory days. Goldfield was founded in 1902, eventually becoming the largest city in Nevada with 20,000 residents. Its biggest saloon employed 80 bartenders to serve thirsty patrons. The now-shuttered, reportedly haunted Goldfield Hotel was said to offer the finest lodging between Chicago and San Francisco.


"This was the last and one of the biggest gold strikes in the U.S.," David Ashe, owner of Goldfield's Barbarossa & Bear Vintage Wares & Classic Motorcycle Shop, explains. "Now we've got 2.5 million acres and 1,020 people left in the county."

Tonopah up the road fared only slightly better. Once known as the "Queen of the Silver Camps," its mines yielded a rich bounty of ore from 1900 through the 1920s. Tonopah boasted its own high-end hotel, the Mizpah, built in 1907, which is now closed and also said to be haunted.

In Fallon, at the junction of U.S. 95 I turn east onto the state's official "Loneliest Road," U.S. 50. The route parallels the original Pony Express route and is also part of the Lincoln Highway, the nation's original cross-country road.

In the distance I spot what looks like a giant sand dune with ants crawling all over it, seemingly out of place in the scrubby terrain. As I get closer, I see the ants are actually dozens of dune buggies, ATVs, and dirt bikes, emitting the collective sound of a million angry bumblebees. The dunes are a naturally occurring and constantly shifting feature, part of Sand Mountain Recreation Area.

**The Loneliest Roads**

boomtowns, you can almost feel the presence of grizzled prospectors who rode in on their burros, and can picture the thriving gambling halls, honky-tonks, and bawdy houses that catered to their wants and needs. You'll find ghosts - real or imagined - and relics of the past here. Mining detritus, rusting car parts, and shattered fragments of old whiskey bottles dot the high desert, remnants of hopes and dreams realized but ultimately lost. There's only one officially designated "Loneliest Road" in the state, but most all of Nevada's roads are lonely - happy trails on a Harley! 

.....  
Check out Glen Abbott's motorcycle travel blog:  
[www.TravelinGringo.com](http://www.TravelinGringo.com).



East of Sand Mountain, it's just the bike and me - miles of open road, open range, and high desert, with the snow-capped Toiyabe Mountains in the distance. I spend the night in the remote former silver-mining town of Austin. "This is wide open country here," Kip Helming, owner of Union Street Lodging in Austin, tells me. "You get up in these mountains, you can see 50, 60 miles or more."

In the morning I dodge snow flurries as I ride out of town, but they don't last long. The snow has dusted the mountains in soft white powder, reminding me of those little powdered-sugar donuts - I think they were called Gems - we scarfed down as kids.

I ride through Eureka and come to Ely in late afternoon - silver and copper mining are their claims to fame. As I approach Ely's downtown, the skies open up - a full-on, Katie-bar-the-door thunder, lightning, snow, and hailstorm, which forms a thick slush on the city's main street. I safely pull into the Hotel Nevada and Gambling Hall. The six-story brick hotel/casino is a genuine - but updated - remnant of old Nevada; when it opened in 1929, it was the state's tallest building. Ely's other attraction is the "Ghost Train," an original 1909 steam locomotive from the Nevada Northern Railway used to haul copper ore.

Next morning dawns bright and sunny, and from Ely I ride south on U.S. 93 toward Pioche, an 1860s silver-mining town that retains much of its Old West character. The local Boot Hill cemetery reportedly buried 72 gunshot victims before a single resident arrived from natural causes. "This town made Deadwood and Tombstone look like kindergarten," guide Jane Humphrey tells me on a tour of the original courthouse and jail, now a museum. In 1873, tax records listed 78 saloons and 34 brothels in the thriving town, Humphrey says.

*"The Truth is Out There"*  
*The X-Files* (1993-2002)

From Pioche, I have just one more stop on these lonely trails, and it's a doozy. Rachel, Nevada sits almost precisely in the middle of nowhere: "Next Gas 150 Miles" reads the sign on S.R. 375. This road has been officially designated the "Extraterrestrial Highway." Running along the edge of the Nevada Test Site and home to super-secret Area 51, it's a rumored hub of U.S. government interaction with space aliens and their spacecraft. No one knows for sure - at least not anyone who's talking.

In Rachel, I stop at the Little A'Le'Inn, pretty much the only place in town: a bar, restaurant, and gift shop specializing in alien tchotchkes - T-shirts, shot glasses, coffee mugs, and blow-up alien dolls - your usual alien memorabilia. I lunch on a "World Famous Alien Burger," drinking a Diet Coke and shooting the breeze with the bartender - who is decidedly noncommittal about alien sightings in the area, shrugging his shoulders when I ask if I'm likely to see any. "Guess it depends on how much tequila you drink," he says.

Visitors from space notwithstanding, Nevada really hasn't changed a whole lot since its Wild West days. In now-deserted







## LIQUID-COOLED & SMOKING-HOT

THE REVOLUTION ROLLS ON

Holy Smokes! It's been 10 years since the first V-Rod® rocked the motorcycle world and ushered in a new era for Harley-Davidson. And to commemorate the occasion, the Motor Company has unleashed a V-Rod® 10th Anniversary Edition model, one of three models in the 2012 V-Rod® line that's joined by an updated Night Rod® Special model and the V-Rod Muscle® model.



10 Years of the V-Rod®

Harley-Davidson Screamin' Eagle®/Vance & Hines NHRA Pro Stock Motorcycle racers Andrew Hines (left) and Eddie Krawiec put the new V-Rod Night Rod® Specials to work at the dragstrip near their Indianapolis shop.



**BEFORE WE BREAK OUT THE BUBBLY,** let's first remember the shock caused by the original 2002 V-Rod® model, starting with the engine.

Liquid-cooled with overhead cam shafts and a 60-degree “V,” the 1130 cc Revolution® engine with a 9000-rpm redline was a grand departure from anything that had preceded it.

Ditto for the hydro-formed, raked-out chassis, fast-back seat, and anodized aluminum bodywork that set a new styling direction for Harley-Davidson.

Motorcycle magazines dubbed the breakthrough V-Rod motorcycle a “power cruiser,” and promptly named it king of the class.

In the 10 years since, the V-Rod line grew to include several models, while simultaneously gaining displacement, power, and performance. Along the way, the V-Rod served as the basis for the 2007 V-Rod Destroyer, a factory drag racer that routinely ran eight-second E.T.s in the quarter-mile. The V-Rod also inspired the Harley-Davidson® Screamin' Eagle®/Vance & Hines V-Rod, a three-time world champion in NHRA Pro Stock Motorcycle professional drag racing.

In other words, the trio of 2012 V-Rod motorcycles hit the road equipped with racing pedigrees, having reputations for being badass.

They live up to such expectations, in part because each is powered by the latest version of the Revolution engine: a 1250 cc liquid-cooled V-twin with four-valve cylinder heads and Electronic Sequential Port Fuel Injection (ESPFI). Their powertrains are equipped with an Assist and Slip clutch, five-speed transmission and a no-lash, high-performance carbon-fiber drive belt.

Laying the power to the pavement are Michelin® Scorcher radials, including a meaty 240mm rear.

In contrast to stuff providing forward thrust are equally powerful Brembo triple-disc performance brakes, which are available with a factory-installed anti-lock braking system (ABS) as part of an optional Security Package that also includes the Smart Security System with proximity-based, hands-free security fob.

For all that is common among the 2012 V-Rod models, there are several key differences that highlight their individual personalities.

**NIGHT ROD® SPECIAL**

While not quite a “clean slate” redesign, the blacked-out 2012 Night Rod® Special can easily be considered an all-new motorcycle.

In the style department, there's a new tapered tail section with flush-mount LED taillight that takes up less visual real estate than the original. Likewise, a slim center license plate mount and new black speed

screen visor add subtle style points.

For improved rider comfort, a new pullback handlebar places the controls three inches closer to the rider, while the forward-mounted foot pegs have been moved 1.22 inches rearward to complete the refresh. A new two-up seat includes custom stitching.

A switch to inverted front forks with two degrees less rake, plus the addition of black, split five-spoke cast aluminum wheels (a combined eight pounds lighter than the previous wheel set) boosts performance, handling, and visuals.

Brandishing 125 hp at 8250 rpm and 85 ft.-lbs. of torque at 7000 rpm, the dark and sinister Night Rod Special has a knack for commanding your attention with every whack of the throttle. New graphics (including a special 10th Anniversary emblem) confirm this is a new motorcycle.

**V-ROD® 10TH ANNIVERSARY EDITION**

As a tribute to the original, the V-Rod® 10th Anniversary Edition beams with Brilliant Silver Pearl bodywork and color-matched frame, as well as extra chrome and polished surfaces on the engine, exhaust, and speed screen. Proof this is something special: It will only be offered in 2012.

The Anniversary Edition also receives the same updates as the Night Rod Special, including wheels, handlebar/controls, inverted forks, tapered tail section, and two-up seat.

It too has the same 125 hp/85 ft.-lbs. torque version of the Revolution engine, but with a chrome powertrain with platinum crankcase and heads. Special graphics and a 10th Anniversary emblem add the finishing touch on this one-year wonder.

Ten years into the Revolution, the V-Rod's impact is still being felt at intersections, straightaways, and anyplace else that serves as a launch pad. **HOG**

.....  
*See more Night Rod® Special photos, features, and specs – plus download exclusive wallpapers – at [www.h-d.com/2012nightrodspecial](http://www.h-d.com/2012nightrodspecial).*

# CUSTOMIZED CLEANING

Give your Harley-Davidson® motorcycle the tender loving care it deserves with products custom formulated for your Harley-Davidson motorcycle. Our complete line of easy-to-use cleaning products is tough on dirt, grime, and bugs, yet safe for all your bike's premium surfaces. For the custom clean you and your Harley® motorcycle deserve.

To learn more, consult your local Harley-Davidson® dealer or visit [www.harley-davidson.com](http://www.harley-davidson.com).

Harley-Davidson, Harley, and the Bar & Shield logo are among the trademarks of H-D Michigan, LLC.



# The Heart of Harley Owners Group®



By **MIKE ZIMMERMAN**  
Photographs by **MARK BRAUTIGAM**



**DAN HUENINK** – Member Relations Representative, Senior

## Making a Splash

**I**T'S NOT EVERYONE who gets to ride a new Harley-Davidson® Electra Glide® Classic to their beginner rider safety class. But that's exactly how things went down for Dan Huenink after he bought his first Harley.®

"I was like a rock star!" he recalls of the star treatment he got from his fellow students. "They were totally freaking out."

As a boy, Dan had a minibike and a "real small motorcycle." But it was not the genuine street machine he requested for his 16th birthday. Knowing how much he wanted a motorcycle, his parents granted his birthday wish – sort of.

"They put a toy motorcycle on top of my birthday cake," he recalls. "They thought it was funny – but I didn't!"

Nonetheless, Dan got the last laugh after landing a job with H.O.G.® in 2001. Among the first orders of business: Finally get that "real" motorcycle.

"I originally wanted the cheapest Harley I could get, but when I showed my wife, Monica, a picture of it, she said, 'But I want to ride on the back!'" And before you could say "instant upgrade," an Electra Glide was born to the Huenink household.

These days, a cabin in the North Woods of Wisconsin represents another dream come true. "When we got married, I resolved that we would have a cabin within 10 years – and we just made it. It's in a little town called Lake Tomahawk, and I get up there as much as I can. But I never dreamed Monica would love it just as much as I do!"

An Electra Glide, a cabin in the woods ... sounds like a match made in heaven – or Milwaukee, as the case may be.

**SARAH UEBE** – Member Relations Representative

## Where the Heart Is

**F**IRST-TIME CALLERS to 1-800-CLUBHOG are often surprised to hear a real human voice answering the phone. And even more so when they realize the person attached to it is sitting right there in Harley headquarters in Milwaukee.

And those voices don't get much more "real" than the one belonging to Sarah Uebe, a Milwaukee-area native with strong ties to the Motor Company. "My dad's always had a Harley, so I've been a passenger since I was like 10. It's always been a part of my life."

Not only that, her mom and stepdad both work at the same red brick building she now does. Sarah started as a contractor in 2000, and became a regular employee, as a H.O.G. "MRR," seven years ago. What she loves about her job is how fulfilling it is to genuinely help H.O.G. members when they have questions – and how surprised they often are at the level of service they receive.

Though she doesn't ride her own motorcycle right now, she has her license, and would like to get one eventually. But right now, fixing up her new house takes priority. The project is a true family affair, with her mom, stepdad, aunt, and grandma all lending a helping hand in various ways. That's appropriate, because family is very important to her – and that includes her two dogs, Jack (a Boston terrier) and Andy (a shi-tzu). "They're like my kids," she says proudly.

One day, that cute little two-bedroom house may well have a Harley® parked in the garage – "a Softail® Deluxe or maybe a Low Rider,®" she says. But for now, her Harley pride rests primarily in knowing what an important service she provides to H.O.G. members around the world.







CINDY JOHNSON – Senior Regional Coordinator

# Love Story

I’M ACTUALLY PRETTY BORING. If it’s riding season, I ride.” Sure, when your job is all about H.O.G. chapters, and state rallies, and volunteer training, and member relations, and R.M. support – “just riding” may seem kind of boring. But when you realize that she and her husband, Larry, often use their vacation time to ride to events she helps plan as part of her job ... well, it just speaks to how much she loves what she does.

Larry, on the other hand, has a whole different way of showing his Harley pride: a Bar & Shield tattoo on the back of his head. Needless to say, it garners a lot of attention wherever they ride.

“I tell people he doesn’t get enough attention at home, and so he got that tattoo on his head,” Cindy says. “And now he gets all the attention he needs.”

Two decades ago, when they were first married, neither Larry nor Cindy was a rider. Larry had ridden motorcycles

earlier in his life, and often hinted that he would like to take up the sport again. “After I started working at H-D ... you’d see all these bikes lined up every day. It was the coolest thing in the world. And one day I saw this woman pull up with her hair just blowing in the breeze, and I thought, ‘Man, I want to ride!’”

There was just one small matter that had to be taken care of first.

“Larry had this really old Cadillac convertible sitting in the garage,” she says. “So I said, ‘You get that thing out of our garage and we’ll take the safety class and learn to ride. And we did!’

“And then it was like, ‘Why didn’t I do this years ago!’”

Since then, she estimates she’s ridden well over 100,000 miles, for work and for pleasure. Which just goes to show you: “Boring” is in the eye of the beholder.

LEAH WHALEY – Regional Manager

# The Life of Riding

AS A H.O.G.® REGIONAL MANAGER, Leah Whaley’s professional life revolves around motorcycles, riders, activities, business matters, chapters, events, and Harley Owners Group® members – with an emphasis on the latter. Being around and getting to know H.O.G. members, she says, is the best part of her job.

“Every person has a great story to tell – and I want to hear them all!”

When she’s not working, her life revolves around ... motorcycles, riders, etc. Leah has been riding since 1986; she got her first bike, a 1975 FLH, two years later. Since then, she’s owned a wide variety of new and old bikes, including a few show winners that she and her husband have restored themselves.

“I love my old iron and my new rides equally,” she says. “I have a couple Shovelheads, one bone-stock and one that’s

been heavily customized, as well as a 2000 FLSTS and 2008 FLSTSB. The newest family members are a 1961 Topper that’s just crazy fun and a 1971 FLH that’s very close to original.”

Leah’s creative side doesn’t end at the garage door. Another passion is food – really good food. It’s an interest she inherited from her parents, both of whom she describes as excellent cooks.

“Dad always experimented with different styles of cooking and took time to teach us kids how to cook well on a limited budget,” she explains. “My favorite meals to prepare are those shared with friends and extended family.”

Eating at her house is “never mundane,” she says. If you’re fortunate enough to find yourself at her table, be prepared for anything, from a variety of wild game to “a life-changing leg of lamb.”





CARRIEANNA JOHNSON – Member Relations Representative

# Spreading Her Wings

CARRIEANNA'S NEST IS FINALLY EMPTY. And though it's certainly a bittersweet feeling, she's looking forward to the opportunity to spread her wings.

For most of the past two decades, Carrieanna, a single mother, has focused the bulk of her energies on raising her two daughters: Melanie and Kiara. And now that they're off at college, she has time to throw herself more fully into other things. Like church activities. Going back to school. And learning to ride.

This is my time to do some of the things I've always wanted to do," she says. "Working more events has allowed me to do that, focus in on getting my license, and sitting on bikes, testing bikes, see which one I want ... I already know which one I'm thinking about getting now [a Fat Boy® Lo]. It's just opening more doors for me and I'm excited to do that now."

She's also going to college herself now, taking business classes with an eye toward a future in marketing or perhaps business management. "The sky is the limit. I'm very excited!"

If you're wondering where she might like to apply her new trade one day, Carrieanna has her heart set on staying with H.O.G.® if at all possible. Between answering phones and working at H.O.G. events, she has forged many close friendships with H.O.G. members. It creates a working environment she would hate to give up.

"To me, H.O.G. is a family," she says. "And Lord willing, I'll retire here. I enjoy interacting with the H.O.G. members, especially at events. On the phone you have to stay professional, but in person we hug each other, I take pictures, I talk to their kids, put them on bikes, that kind of thing. It touches me when I get to do things like that, and I'd hate to give that up for anything."



J.T. HASLEY – Regional Manager

# The Simple Life

WHEN J.T. HASLEY WAS 8 YEARS OLD, he put "straight pipes" on his minibike. It wasn't a performance modification – he just wanted it to sound more like that old Panhead down the street. Ever since, J.T.'s world has revolved around the greatest motorcycle brand in the world.

He joined the family officially in late 1979 with the purchase of a new 1980 Super Glide.® A couple years later, it was an Electra Glide® Classic, followed by a long string of bikes leading up to the 2000 Screamin' Eagle® Road Glide and 2007 Road King® with sidecar, which he owns today.

And it's a good thing he loves it so much. As H.O.G.® Regional Manager for the western United States, he spends about 200 days a year on the road, traveling (as often as possible on two wheels) from the farthest reaches of the American Southwest to the Great White North of Alaska.

What does he like to do when he's not riding? Not much. Just hanging around his backyard fire pit, mowing the lawn, and hanging out with friends and family (including his wife, Rebecca, and his son, Jake). That's about all it takes to keep him fulfilled.

"I don't hunt, I don't fish, I don't understand golf, and I'm not really a sports fanatic. I'll watch NASCAR or the Super Bowl now and then. But the bottom line for me is that getting on my Harley® and going riding is a form of enjoyment I never tire of. Even if it's raining or I get caught in a mountain snowstorm, there's a feeling of, 'I can get through this,' you know?"

We know, J.T. Because if you had to explain, we wouldn't understand.





MIKE HEFFNER – Member Relations Representative

## Taking Root

**M**IKE DOESN'T RIDE (JUST YET), but his favorite thing to do when helping H.O.G.® members on the phone is to engage them in conversation – about life, traveling, muscle cars, motorcycles, and the magic of Harley-Davidson ...

“I have strong H-D roots,” Mike explains. “My dad grew up within walking distance of the H-D headquarters in Milwaukee and would always tell me about how he and his friends would hang around there watching workers build bikes in the basement.

“Dad is an old car nut (like me), and would always watch this guy in his neighborhood working on his 1932 Ford two-door sedan hot rod project. One day, the guy said to him, ‘If you’re gonna hang out here all the time, you’re gonna have to help work on this car.’ So he did! The man’s name was Vern Wickman, and he happened to work at Harley as an engineer

on the Sportster® line in the 1960s. He became a mentor to my Dad and a lifelong friend.

“That friendship planted the H-D seed in my Dad, and when he was 33 he bought his first Harley. It was a 1986 Sportster 883, and he went to work on customizing it from day one. That bike was eventually traded for a 1998 Heritage Softail® Classic, which was eventually traded for a 2004 Electra Glide® Classic. All this has planted the seed in me. I’m 33 now, so I suppose I’d better get going on that!”

When he’s not working, three young kids – Sophia (7), Abby (5), and Henry (2) – keep Mike and his wife, Debbie, very busy. But he still finds time to enjoy his favorite hobby: backpacking. And he takes Debbie and the kids along whenever possible – because it’s never too early to start strengthening the roots of the next generation.

# IT'S NOT JUST A JOB IT'S KEEPING A LEGEND ALIVE

**Work on something you believe in.**

**Train to become a Harley-Davidson technician at MMI.**

Get hands-on training and learn about everything from basic engine theory to Screamin' Eagle® performance. Surround yourself with people like you who know that it's more than just a motorcycle. And do it all at the only technical school in the country that provides a 100% Harley-Davidson approved program and nationwide graduate placement\*.



2844 W. Deer Valley Rd. • Phoenix, Arizona 85027  
9751 Delegates Dr. • Orlando, Florida 32837

**For more information, call 800-334-6156 or visit [MMITech.edu/Harley-Davidson](http://MMITech.edu/Harley-Davidson)**

*For more information about our graduation rates, the median debt of students who completed the program, and other important information, please visit our website at [www.uti.edu/disclosure](http://www.uti.edu/disclosure).*

Programs vary by location. Financial aid and VA benefits available to those who qualify. VA benefits not available at all campuses. \*MMI cannot guarantee employment. Motorcycle Mechanics Institute is a division of Universal Technical Institute. MMI's Orlando campus is a branch of Universal Technical Institute of Phoenix, Inc. ©2008 H-D, Harley, H-D, Harley-Davidson and the Bar & Shield logo are among the trademarks of H-D Michigan, Inc.





# BIGGER IS BETTER

Twin Cam 103™  
Powers Softail®  
and Dyna® in 2012

**WE CAN CONFIRM THIS FACT:** Bigger is better. And we can also confirm that nearly all 2012 Big Twin Harley-Davidson® motorcycles – including the Softail® and Dyna® lines – will be powered by the better, more powerful Twin Cam 103™ engine.


It's probably not a surprise to see the 103-cubic-inch Twin Cam grace the Softail® and Dyna® model lines, given its stunning success in the Touring family the past two years.

With about six percent more torque than the Twin Cam 96™, the TC103 delivered a strong improvement to the Touring line. “It was natural to first put the Twin Cam 103™ engine in the Touring models, which weigh more, carry additional luggage, and are frequently ridden with passengers,” said Chief Powertrain Engineer Jeff Coughlin. “Now equipped with the the Twin Cam 103™ engine, the 2012 Dyna® and Softail® motorcycles absolutely come alive with the increased torque. The effect is even greater than what was experienced on the Touring machines.”

The increase in displacement from the TC96's 1584 cc to the TC103's 1690 cc is the result of an increase in cylinder bore from 3.750-inches to 3.875-inches (stroke is unchanged

at 4.375 inches). Across the Touring, Dyna®, and Softail® model applications, the result is an increase in peak torque ranging from 92 to 94 ft.-lbs. at 3000 to 3500 rpm on the TC96 (depending on model), to a whopping 97 to 100 ft.-lbs. at 3000 to 3500 rpm for the TC103. It's an increase that's felt with every roll of the throttle, every pass of another vehicle, and motoring away from every intersection.

The added power permits the use of the sixth gear at lower engine speeds, which results in a more relaxed cruising rpm, especially for riders with a light throttle hand.

In addition to the larger pistons and cylinders, the Twin Cam 103™ engine gets cylinder heads with automatic compression release for improved, nearly-instant engine starting, as well as a high-performance clutch spring. New badges on the timer cover, derby cover, and air cleaner trim ring denote the 103-cubic-inch engine on all 2012 models. The Twin Cam 103™ engine will come standard on all Touring, Softail®, and TriGlide® models, plus all Dyna® models except the Street Bob® and Super Glide®. 

With bigger pistons and cylinders and revised camshafts, the Twin Cam 103™ engine boosts torque output by about six percent compared to the TC96.



## TWIN CAM TIMELINE

**1999** The Twin Cam 88® is born, replacing the Evo on all Touring and Dyna® models

**2000** A counter-balanced version of the Twin Cam 88® debuts on the Softail® line

**2001** Fuel injection is unveiled as a feature new to Twin Cam 88B™

**2007** Twin Cam 96™ is introduced on all Big Twins, delivering an eight percent increase in torque over Twin Cam 88®

6-Speed Cruise Drive® transmission reduces top-gear rpm by 11 percent

Police Edition models are equipped with the Twin Cam 103™

**2009** TriGlide® is introduced with Twin Cam 103™

**2010** Twin Cam 103™ is available on the Electra Glide® Ultra Limited

**2011** Twin Cam 103™ comes standard on three Touring models, and as an option on two others



## Boeing, Boeing, Gone!

**AFTER 42 YEARS OF SERVICE AT THE BOEING COMPANY,** Ed Donaldson retired at Boeing Field in Seattle, Washington. While having his picture taken on a 2008 Road King® Classic at the Boeing facility, a 787 test aircraft taxied behind him for takeoff. The flight crew was nice enough to stop so Ed could get his picture taken with an FLHRC and the newest aircraft in Boeing's inventory.

**GREGORY GINN**  
SEATTLE, WASHINGTON







BUMBLE BEE AND THE BIG FISH

Mike, my brother-in-law (on the left) purchased his first Harley®, a red FLH, in 1981. With time came the job, marriage, a mortgage, children, and the sale of his Harley. Years later, my wife, Kathy, and I purchased our 2007 Ultra Classic® and made several trips on it to visit Mike in Northern Minnesota. Each visit triggered memories of the good times Mike had on his Harley. Finally, in August 2010, Mike called the day after one of our visits to announce he had purchased a 2008 Dyna®. We immediately planned a Labor Day weekend trip, with Garrison, Minnesota (pictured) as one of our many stops. Because of the bike’s color scheme, Mike and his wife decided to name their Harley “Bumble Bee.” He hasn’t stopped smiling since he bought it!

JIM VINELLA  
WATERTOWN, SOUTH DAKOTA



JUST SAY “I DO”

This is a picture of my fiancé, Jill Hill, and her new toys. Her old Jeep had 179,000 miles on it and her old Harley® sat a little high for her. When the Superlow® was introduced, we felt it was a marriage made in heaven – more than one, as it turns out. I asked her to marry me in April and she said, “Yes!” I don’t think the Harley had anything to do with it. But I don’t think it hurt.

MICHAEL HALLET  
BAR HARBOR, MAINE



EMPTY NESTERS

Shortly after our 24th wedding anniversary, my wife, Karin, came to me and said, “The children have grown, our auto repair business is good, you have been working hard ... why don’t you go get that Harley you always wanted?” The next day I went to Orange County Harley-Davidson and ordered a new 2006 Dyna® Wide Glide®. Soon after, we met some “baggers” and started going on 200-mile trips. Then it came time for an upgrade. We purchased a new 2007 Ultra Classic® and were soon visiting California’s scenic towns, other states, and Canada. Ten-thousand miles later I mentioned to Karin that she might need to move the bike one day and maybe she should take a Rider’s Edge® class. She did and every picture tells a story. Here she is at our service center on her 2007 Road King® Custom: The best therapy money can buy.

KEITH KRAWIEC  
MISSION VIEJO, CALIFORNIA

A CHANGE OF SCENERY

Living near Tampa, I have ridden my 2007 Heritage Softail® Classic nearly 30,000 miles around central Florida over the past three-and-a-half years. With good riding weather all year long, Florida has many interesting places to ride. My only beef is an excess of straight-as-an-arrow and flat-as-a-pancake roads. Last December, while on vacation in Las Vegas, I decided to escape the glass and steel of the Strip; I rented a Harley® (a 2011 Ultra Classic®) and headed out to the desert. It only took about 10 minutes to get clear of the metro area and find myself cruising north on I-15, looking at nothing but wide-open desert and distant mountain ranges. After a short ride east, I found a lifetime of scenic curves and rolling hills in Valley of Fire State Park. A Harley Ultra Classic and the wide-open Nevada desert ... quite a thrill for this guy from Florida.

GARY BONITATIBUS  
LUTZ, FLORIDA



FLORIDA-BOUND

Here I am on my 1998 Road King® Classic, ready to leave for a five-day ride to Sarasota, Florida with my neighbor, Bill, and our friends, Esbjorn and Anton, visiting from Sweden for the ride. This was my first big ride and a graduation present to myself for completing my MBA. We rode 1,500 miles through nine states and didn’t see a drop of rain. We rode Skyline Drive, picked some cotton, ate peanuts in the field, met some cool people, and had a great time.

TODD SHAFFER  
CANTON, OHIO



MISSING IN ACTION

This picture shows what we woke up to one morning during an otherwise wonderful trip to Milwaukee and the Harley-Davidson Museum®. Two of our bikes (my 2009 Heritage Softail and my son Brad’s 2005 Road King) had been stolen! They left my husband’s 2010 Ultra Classic® ... why!? As you can see, we managed to keep our sense of humor about it. Long story short, everything worked out well – in some ways better! A few weeks after reporting the theft to the police and the insurance company, we went ahead and ordered two new bikes. Well, wouldn’t you know it, a week before we were supposed to get our insurance payment, the bikes were found in Indiana! The good news is that Brad’s wife is going to learn to ride and take over his beautiful recovered bike. And our dealership let me apply the recovered 2009 Softail as a trade-in toward my new 2011 model – including security system with siren!

JANE WARRICK  
MACKINAW, ILLINOIS





COUPLES THERAPY

My wife, Brenda, and I have had an interesting life together. After getting married in 1984, we had a couple of sons and ended up selling our bike a few years later. In 1994, we got divorced – but that’s not the end of the story. We stayed friends and a few years later got back together – and then remarried in 2000. Our kids are grown now, so we went back to riding and now rack up thousands of miles each year. We believe that getting out on the bike together is better than any marriage counseling. Here we are pictured on the Cherochala Skyway, which we rode right after taking on the “Tail of the Dragon” at Deals Gap.

MARK ROTH  
GROVE CITY, OHIO



COMING OF AGE

Trish, my wife of 31 years, has always been very conservative and cautious by nature. Not unusual for a woman who has spent the past 28 years teaching school and raising our daughter. But quite the opposite from me, who has always chased his passions: working, riding, and hunting. She was always more than willing to ride with me on our Ultra



Classic,® but I never imagined her riding her own bike. Then, the year before her 50th birthday, in 2008, she told me she had signed up for a Rider’s Edge® class.

Trish now has more than 8,000 miles under her belt on her 2003 100<sup>TH</sup> Anniversary Road King.® She has ridden the entire Blue Ridge Parkway, the Outer Banks of North Carolina, and through Sturgis, Yellowstone, the Beartooth Pass, and more. We are planning our next trip now – and Trish is “graduating” to a new Street Glide.® We’re both approaching 52 years of age and now share a passion for riding we hope will continue for many years to come.

KEITH LOUDERMILT  
STATESVILLE, NORTH CAROLINA

GONE, BUT NOT FORGOTTEN



This is a picture of my father, Harley H. Wood, the greatest man I’ve ever known. It was taken in front of our first home, in Greenwood, Indiana in 1945 or 1947 – he had just come home from WWII, and I was about 3 or 4 years old. He rode with his cousin and two other war buddies in our town for quite a few years. I remember playing with that white skullcap with a small orange logo on the front. I wish I still had it! I took this picture to my home shop and they say it’s a 1935 “Flatty” and the speedo was an



**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.

These photos are of my grandfather, Horton H. Honsaker, and his new (at the time) Harley-Davidson® motorcycle, taken at his house in Pasadena, California. I’ve been going through old family photo albums, and ran across these and many other interesting old photos. My mom didn’t even know her father had motorcycles as a young man. We have no idea where this motorcycle is now, of course, but I’d trade my 2003 Road King® for it in a second!

RICK PLOWS  
LONG BEACH, CALIFORNIA



accessory at that time. His nickname was “Speedo,” and he loved that bike. I guess that’s why I’ve been riding since 1968 – four Harleys® *only*, and every one was like a member of my family. I loved them all.

I now have a 2005 Low Rider,® my pride and joy, with a 103 “stroker.” It fits me great and runs strong (my nickname is “Speedo Junior” – *honest!*). I sent a picture of my bike along with my father’s just to let you know we’ve loved our Harley® motorcycles for a long, *long* time.

HARLEY D. WOOD  
GREENWOOD, INDIANA







Clockwise from upper left: Nylon Jacket Liner, Softshell Hooded Jacket Liner, Waterproof Nylon Jacket Liner, Fleece Vest Liner.

## Men's Mid-Layers Collection

# Total Climate Control

**The secret to having the perfect riding jacket** is what you wear underneath it.

That's right: Despite the myriad Harley-Davidson® MotorClothes® technology-laden jackets that feature dozens of specialty materials, unique venting, customizable fit, and pockets galore, it's the layer beneath that's critical for overall riding comfort.

We're talking about the mid-layer: that crucial piece between the base layer (the fabric against your skin) and jacket that's responsible for insulating the body, wicking away moisture and adapting to ever-changing weather conditions. Whether those conditions are wet, cold, or windy (or any combination of the three), a dedicated mid-layer jacket or vest worn underneath a riding jacket adds personal climate control.

For the first time ever, Harley-Davidson has engineered a Mid-Layers Collection specifically for men. It's comprised of four unique items, each designed to control a rider's temperature and deliver greater versatility to his existing gear.

Unlike run-of-the-mill light jackets, each Mid-Layers liner was designed using a technique called *body mapping*, which optimizes fabrics and shapes to reduce bunching and bulk at various stress points. The result: each Mid-Layers item wears comfortably under any H-D® jacket or alone as a separate outerwear piece.

### Nylon Jacket Liner

Made from a windproof and water-resistant body with poly-fill for insulation, the Mid-Layers Nylon Jacket Liner increases body warmth in conjunction with an existing jacket. To optimize its fit, spandex sides work in concert with a bungee cord and toggle at the waist. Extended inner poly-spandex cuffs cover the hands and incorporate thumbholes to block wind from blowing up the sleeves while riding.

### Softshell Hooded Jacket Liner

This windproof and water-resistant 85 percent polyester/15 percent spandex mid-layer offers the added style and off-bike versatility of a jersey-lined hood. It also features extended cuffs (with thumbholes) that cover the hands to prevent air from blowing up the sleeves, plus a bungee cord and toggle at the waist.

### Waterproof Nylon Jacket Liner

When the rain is falling and you're still riding, this mid-layer piece will keep you dry and warm. Its waterproof/breathable construction features anti-microbial and moisture-wicking 88 percent polyester/12 percent spandex. Rain won't seep in, thanks to a waterproof storm flap over the front zipper, bungee cord and toggle at the collar and waist, and the two waterproof hand-warmer pockets. Extended cuffs with thumbholes complete the system.

### Fleece Vest Liner

Designed to keep your core warm with no added bulk under your jacket sleeves, the Mid-Layers Vest Liner features windproof 100 polyester fleece, stand up collar, and a bungee cord and toggle at the waist.

# AMERICA'S BEST

While you're roaming the backroads and byways of America, consider the fact that Harley-Davidson and Dunlop share a unique history. For nearly 30 years Dunlop tires, made in Buffalo, NY, have been Original Equipment on Harley-Davidson motorcycles. This one-of-a-kind working relationship launched the birth of the Dunlop® Harley-Davidson® Tire Series nearly a decade ago. And today the joint efforts of Dunlop and Harley-Davidson engineers continue the development of the only tires tested and manufactured in the USA for Harley owners. So when you ride, ride with America's best—Dunlop.



### D402F AND D401

For more Dunlop tire information go to [dunlopmotorcycle.com](http://dunlopmotorcycle.com) or call 800-845-8378. ©2011 Dunlop.

Performed on a closed course by professionals. Obey all traffic and safety laws. Dunlop does not endorse or encourage exceeding safe, legal speed limits.

Harley-Davidson is a registered trademark of H-D Michigan, LLC.





# The Knight on the Gasoline Steed

**Theodore Werle was a man committed to stopping the “white plague” ...** tuberculosis, consumption, TB ... whatever you called it, it took a devastating toll in the early 20th Century.

But before he became a leading anti-TB warrior, Werle was just another Wisconsin kid who loved the outdoors. The problem was, *getting there* was definitely not half the fun. “The labor of getting to a favorite spot was so great,” he once said, “that it fairly annihilated the charm.” Enter his “motorcycle man” – local Harley-Davidson dealer – and the longing was now satisfied.

By 1911, after hearing from lecturers and survivors of the devastation that TB wrought on families and towns, Werle had joined the Wisconsin Anti-Tuberculosis Association (WATA) in the fight against the terrible disease. Werle and his WATA colleagues traveled the state to provide lectures and the occasional lantern slide show to the public. In the summer of 1911, Werle covered six counties on foot, horseback, and rented buckboards. Not that he minded the various tasks his mission required, later noting: “Groom, teamster, wagon boy, exhibit rustler, speaker – all were a thrill.”

But there had to be a better way – and Harley-Davidson provided it.

According to legend, a fast-talking WATA middle manager named Otto Bradley may have talked Harley-Davidson into donating a bike to WATA. Motor Company co-founder Arthur Davidson was so impressed with the organization, he invited Werle to the factory and presented *him* with a new bike, one already sporting the WATA logo on the gas tank. More bikes were to come.

In return, Harley-Davidson gained the ability to promote the relationship. The agreement even provided a means of testing new parts and components, something today’s engineers refer to as durability testing. The motorcycles were commonly branded on the front of the gas tank with the WATA logo, the double-armed cross now recognizable as the logo of the American Lung Association.



Before long, the “flying squadron of health” began rolling into towns all across Wisconsin, displaying an impressive array of gear. Perhaps first was a box of literature, ready to hand out to the masses. A simple white bed sheet also doubled as a projection screen for stereopticon lantern slides when night fell. If no table was available for the projector, the motorcycle luggage rack worked just as well. The projector light was provided by the “Prest-O-Lite” acetylene gas tank that normally lit the bike’s headlamp. Werle himself continued to camp between stops – not just for economic reasons but because he loved the great outdoors. Other WATA workers followed his example.

By early 1915, Werle proudly reported from the stage at the Majestic Theatre in Milwaukee that Wisconsin had the lowest death rate from TB in the U.S. – while making sure his motorcycle was on stage to share the credit. Even among other state anti-TB associations, the Wisconsin health campaign was known for its high level of organization and mobility. It was later believed that Werle personally recruited more than 500 local campaign managers across Wisconsin alone. In later years, one author dubbed him the “Knight on the Gasoline Steed.”

As a side benefit, Werle also became quite expert at the art and science of motorcycle touring. By default, he was a tester of H-D’s very first touring accessories, including luggage racks and saddlebags. In 1915, Harley-Davidson published a guide authored by Werle entitled *Camping Hints When Touring With a Motorcycle*.

It’s unknown when the WATA ceased the use of motorcycles, but by the mid-1910s they had already struck a major blow against a terrible disease. Between 1904 and 1919, the national mortality rate from TB dropped 33 percent. By 1954, TB in the U.S. was under control. The national and regional associations evolved into today’s American Lung Association, now combating multiple health threats.

Theodore Werle would have been proud – and no doubt inspired – to take a celebratory ride.

.....  
**The Harley-Davidson Museum®** in Milwaukee has more unexpected stories to share. To plan your visit, go to [www.h-dmuseum.com](http://www.h-dmuseum.com).

Tia. Harley® rider,  
breast cancer survivor.

Pink Label 3-in-1  
Casual Jacket  
98503-11VW

## ON A HARLEY-DAVIDSON® MOTORCYCLE YOU’RE NEVER ALONE.

October is Breast Cancer Awareness Month. Share the journey of those affected by breast cancer with Harley-Davidson Pink Label gear and apparel. Every Pink Label purchase funds a Harley-Davidson donation to breast cancer support groups. The Harley-Davidson Pink Label Collection. No one rides alone.

Get brand new styles for men and women now at  
[h-d.com/pinklabel](http://h-d.com/pinklabel).



**NO LIMITS. NO CAGES.**



## Small Problem, Big Lesson

BY ROGER GUSTAFSON

This last page in *HOG*® magazine is famous for celebrating the rich benefits of riding: the freedom of the road, unique camaraderie embedded in biker culture, and the different kinds of exhilaration that accompany both solo trips and group rides. I heard about and longed to experience all of those wonders when I finally inked the deal for my used 1996 Dyna® Wide Glide®. What I didn't anticipate, though, was the life lesson waiting for me in my first extended road trip.

And I owe it all to a busted zipper.

I left my home in the Kansas City area shortly after the Monday morning rush-hour traffic lightened up, cruising west on I-70 through the crisp and cool mid-October air, the sun warming my back. Colorado had been calling to me for some time, tempting me with memories of the Rocky Mountains and the wonderful experiences I had when I lived there many years ago. So that summer I scanned the map on members.hog.com, on a whim picked the little mountain town of Cripple Creek, and planned my autumn vacation. I couldn't wait to get started.

The ride west began smoothly enough: blue skies, open road, and a great machine growling beneath me. It was when I stopped for the night in Oakley, Kansas, that things came undone. Actually, it was the zipper on my leather jacket that came undone - literally: The teeth separated and a couple of them got mangled. Once I fought the zipper all the way down, I couldn't get the darn thing together.

Oakley, Kansas is a nice town, but it's not large. There's no H-D dealership there, nor is there a clothing store or a tailor. There's a motel and a gas station, both of which I needed but neither of which had the solution to my problem.

I don't know about you, but much of the time I'm guarded by and occasionally guided by insulators. I often delegate, manage, and assign. At work I have a storehouse of resources. For the most part, I live with insulators.

But there are no insulators on the road.

One of the things my motorcycling experience has taught me is this: The road doesn't care. Forget to pack an essential ... neglect to tighten something ... decide to wait for the next gas station to fill up while the gauge needle is flirting with "E" ... break the front zipper on your insulated leather jacket as you're heading into the Rockies in October ... the road doesn't care.

Deal with it.

It's amazing how quickly I become aware of my insulators when I'm stripped of them, but even more concerning is how easily I can feel unmoored from my own resourcefulness. When pushed and left to our own devices, it's easy to feel at least a bit of panic. But it's panic that serves a good purpose because it forces us to dig deep within and unearth self-reliance.

That busted zipper in Oakley turned out to be a simple problem. After the initial and momentary freak-out,

I scrounged around in my saddlebags and found the rain jacket I packed for surprise storms. I was happy to see that it zipped perfectly over the leather jacket. An easy fix of a relatively minor snafu. The big lesson it taught me, however, proved to be one I would appreciate again and again on that and future road trips - and in life in general: We're made to live by our wits, and our lives aren't fully our own until we do. Discovering and rediscovering the fact that we can is one of the most satisfying joys of motorcycling.

*Roger Gustafson has been a H.O.G.® member for about five years, and is partial to road trips. He works as a Lutheran pastor and lives in Stilwell, Kansas.*



Rev up with the Harley-Davidson® Visa Signature® card, and watch the rewards roll in! Apply now, and get **2,500 bonus points\*** — enough for **\$25 Harley Chrome® Cash!** It's easy to keep earning rewards. For every \$1 you spend on your card, you'll earn:

**3**  
POINTS

at  
Harley-Davidson®  
dealerships<sup>1</sup>

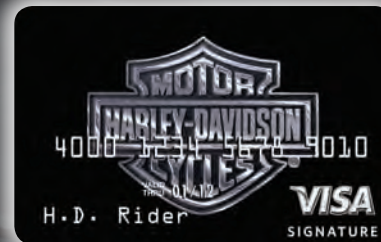
**2**  
POINTS

at gas station,  
restaurant, bar  
and lodging  
merchants<sup>1</sup>

**1**  
POINT

everywhere  
else

Turn your points into Harley Chrome® Cash to spend at participating, authorized H-D® dealerships. You'll also enjoy **no annual fee<sup>2</sup>** and **chances to win a new H-D® motorcycle<sup>3</sup>** every month!



**APPLY NOW!**  
**GET 2,500 BONUS POINTS AND**  
**\$10 IN HARLEY CHROME® CASH.\***  
**CALL: 1-877-742-4766, EXT. 41620**  
**OR VISIT: H-DVISA.COM/HD41620**

\*Subject to credit approval.

<sup>1</sup> U.S. Bank cannot control how merchants choose to classify their business and reserves the right to determine which purchases qualify. Fast food merchants may not qualify for additional bonus points.  
<sup>2</sup> The APRs may vary and as of 12/1/11, the variable APR for Purchases and Balance Transfers is 13.99%-22.99% (based on your creditworthiness). The variable APR for Cash Advances is 23.99%. Cash Advance fee: either 3% of the amount of each advance or \$10 minimum, whichever is greater. Convenience Check fee: either 3% of the amount of each advance or \$5 minimum, whichever is greater. Cash Equivalent fee: either 4% of the amount of each advance or \$10 minimum, whichever is greater. Balance Transfer fee of 3% of the amount of each transfer or \$5 minimum, whichever is greater. There is a \$2 minimum finance charge where interest is due. The annual fee is \$0. Foreign Transaction fee: 2% of each foreign purchase transaction or foreign ATM advance transaction in U.S. Dollars. 3% of each foreign purchase transaction or foreign ATM advance transaction in a foreign currency.

<sup>3</sup> NO PURCHASE OR PAYMENT NECESSARY TO ENTER OR WIN. A PURCHASE WILL NOT INCREASE YOUR CHANCE OF WINNING. YOU HAVE NOT YET WON. Open to legal residents of the 50 United States and D.C. 18 and older. Odds of winning depend on the number of entries received. For details, including how to enter without purchase, see Official Rules at h-dvisa.com/rules. Void where prohibited.

The creditor and issuer of your Harley-Davidson® Visa® card is U.S. Bank National Association ND, pursuant to a license from Visa U.S.A. Inc. ©H-D 2011. All rights reserved. Harley-Davidson, H-D, Harley, the Bar and Shield logo and Harley Chrome are among the trademarks of H-D Michigan, LLC.



**HOG® MAGAZINE**

P.O. BOX 453, MILWAUKEE, WI 53201  
1-800-CLUBHOG (1-800-258-2464)  
414-343-4896 (OUTSIDE U.S. AND CANADA)  
414-343-4515 (FAX)  
members.hog.com    www.harley-davidson.com

Presorted Standard  
U.S. POSTAGE

**PAID**  
HARLEY-DAVIDSON

**MOVING?** HOG is mailed Third Class and will not be forwarded. Please notify the H.O.G. office with any address changes as soon as possible.

P/N 99368-92VC  
©2011 H-D ALL RIGHTS RESERVED. PRINTED IN THE U.S.A.

# BELONG. ON YOUR OWN TERMS.

**Kick your H.O.G.® membership into high gear and connect with Harley-Davidson in whole new ways. By taking advantage of great benefits like local and national events, the ABCs of Touring contest, H.O.G. Roadside Assistance, and more, you'll open up a world of opportunity.**

**The possibilities are endless – and the choices are all yours.**

**Get connected at [members.hog.com](http://members.hog.com).**

