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FOR THE HARLEY-DAVIDSON® ENTHUSIAST SINCE 1916

FULL THROTTLE FOR 2010

50 STATES IN 50 DAYS

DIGGING DEEP AT THE MILE

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FULL THROTTLE FOR 2010 50 STATES IN 50 DAYS DIGGING DEEP AT THE MILE



**FORM MEETS FUNCTION. THEN THEY GO OUT,
GET TATTOOS AND RAISE SOME SERIOUS HELL.**



F-450 SHOWN, ALSO AVAILABLE IN F-250 AND F-350 MODELS.

'09 FORD HARLEY-DAVIDSON™ F-SERIES SUPER DUTY® EDITION.





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54



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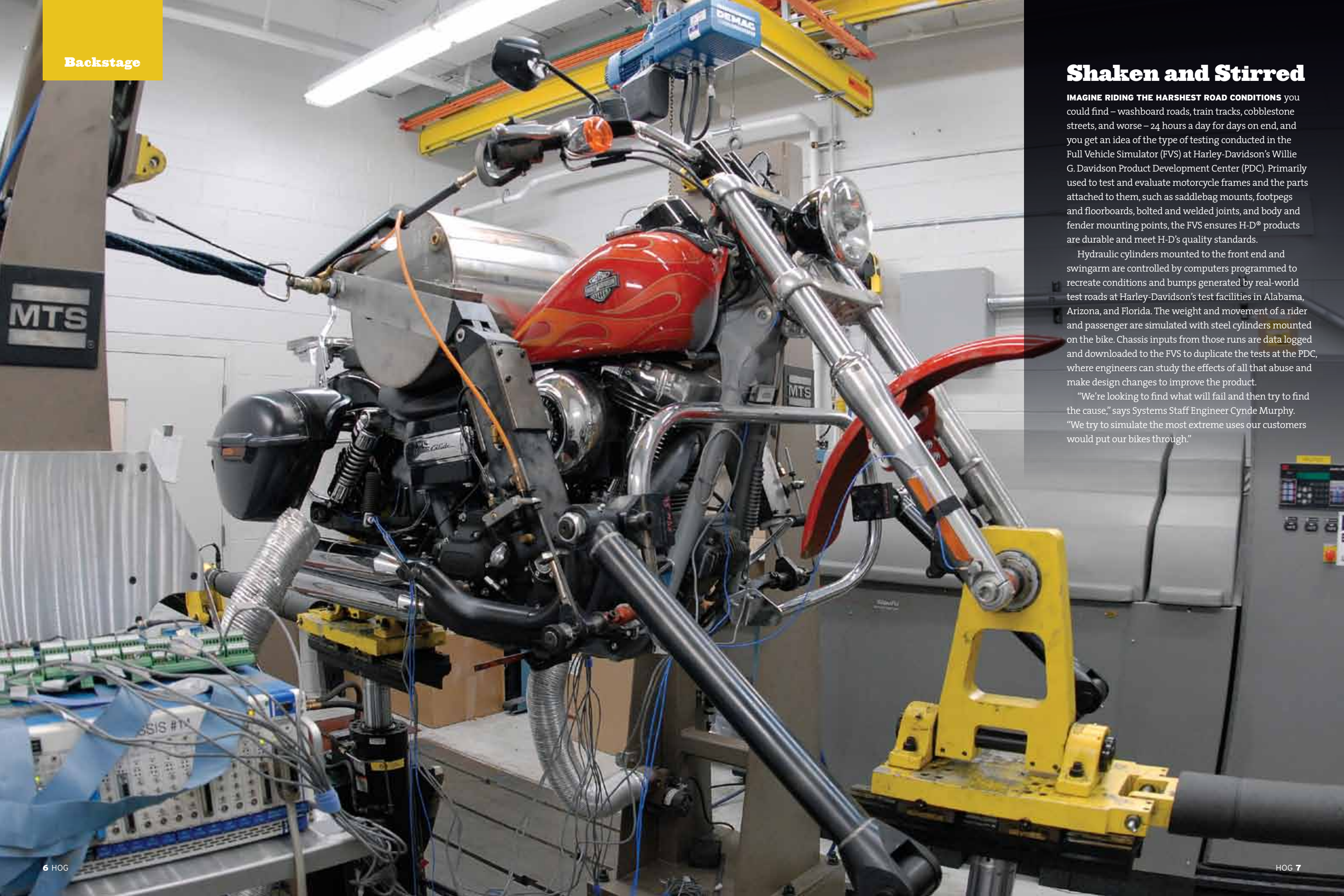
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A STAND-UP GUY: Legendary stunt rider Bubba Blackwell kept the crowd on its feet at CLUB H.O.G.® OKC in Oklahoma City.

Photography: Shooters Images, Inc.





Shaken and Stirred

IMAGINE RIDING THE HARSHTEST ROAD CONDITIONS you could find – washboard roads, train tracks, cobblestone streets, and worse – 24 hours a day for days on end, and you get an idea of the type of testing conducted in the Full Vehicle Simulator (FVS) at Harley-Davidson’s Willie G. Davidson Product Development Center (PDC). Primarily used to test and evaluate motorcycle frames and the parts attached to them, such as saddlebag mounts, footpegs and floorboards, bolted and welded joints, and body and fender mounting points, the FVS ensures H-D® products are durable and meet H-D’s quality standards.

Hydraulic cylinders mounted to the front end and swingarm are controlled by computers programmed to recreate conditions and bumps generated by real-world test roads at Harley-Davidson’s test facilities in Alabama, Arizona, and Florida. The weight and movement of a rider and passenger are simulated with steel cylinders mounted on the bike. Chassis inputs from those runs are data logged and downloaded to the FVS to duplicate the tests at the PDC, where engineers can study the effects of all that abuse and make design changes to improve the product.

“We’re looking to find what will fail and then try to find the cause,” says Systems Staff Engineer Cynde Murphy. “We try to simulate the most extreme uses our customers would put our bikes through.”

Flying High

LESLIE "RED" PARKHURST RACES AN AIRPLANE at the Wisconsin State Fair, circa 1915. Parkhurst began his racing career at age 13 after lying about his age, then became the first official member of the Harley-Davidson factory racing team five years later, in 1914. Parkhurst's height (a lanky 6'-4") and shock of red hair made him stand out. His ready smile made him a crowd favorite and a natural choice to feature in Harley-Davidson advertisements.

Parkhurst is perhaps best known for setting a number of speed and endurance records for Harley-Davidson in 1920. These included a new 24-hour solo endurance record of 1,452 miles at the two-mile Sheepshead Bay board track in New York. His feat was especially impressive considering it included two hours of waiting out a heavy rainstorm, which made the boards too slick to ride on.

The airplane race was, of course, unofficial; such publicity stunts were common in those days. But let the record show that the biplane proved no match for Parkhurst and his Harley-Davidson® Model 11K factory racer.



Adventure is Closer Than You May Think



MODERN LIFE IS BUSY and complicated, and I'm sure, like me, you wish you had more time to spend on the road. But the harsh reality of kids, spouse, job, and all your other obligations often sets in, and the bike sits parked until you "have the time" to take that great trip you've been planning in your head.

Something we talk about a lot here at *HOG*® magazine is getting people energized not only to get out on a bike and ride - no matter how long or short

the trip - but to start thinking a little differently about what constitutes a great motorcycle ride. Our goal when planning riding articles for *HOG* is to not get caught up in the myth that all great rides must be epic, multi-day, or weeklong odysseys to distant and exotic locales. That's not to say we won't feature trips like that when we can, but we strive to find a balance that explores the full range of what makes a great ride.

In this issue, we have two articles that illustrate the broad ends of that spectrum. Dale Strother's 50-state birthday journey is the kind of once-in-a-lifetime trip we've come to expect in motorcycle and travel magazines. It's a great read and an even greater accomplishment, a trip of the scale I'm sure we all hope someday to have the time and fortitude to complete. At the other end of the scale is John Sandberg's short jaunt along the Mississippi River near his home in Minnesota. John planned this trip with one prime consideration: to seek out a riding destination with an interesting twist that was within a single gas tank's distance from home. I'm a big believer in the idea that adventure can take many forms and can often - even usually - be found within a short distance from your own front porch. Great rides can be a weekend or day's ride away, and not just if you happen to live within a couple hundred miles of the kinds of places that usually make the cover of *National Geographic*.

In future issues, you'll see us continue to explore the concept of what constitutes a great riding destination. These places might not always be near *your* doorstep, but we're hoping to plant the seeds that will grow ideas on new pathways to explore, both near and far, whenever the urge to hop in the saddle grips you. This is a good time to remind you that we're always on the lookout for great stories and photos from our readers, so drop us a line at hogmagazine@harley-davidson.com if you have a suggestion for a great ride or if you want to share one you've already completed.

Until then, enjoy this issue and ride safe!

Matt King



copyright 2009 H-D
ON THE COVER: The Dyna® Wide Glide® leads the way into 2010 with a new "old-school" look.

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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.

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

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

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

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

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.

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

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Of all the vehicles on the road, nothing becomes a part of you like a rugged, ageless pickup. And of all the cigars in America, nothing enhances your moments of reflection like the smooth, timeless taste of a Macanudo. That's what inspires the passion that makes Macanudo America's best-selling premium cigar.

MACANUDO.
An American Passion.
THE BEST-SELLING PREMIUM CIGAR IN AMERICA.

Imported from the Dominican Republic in four distinctive tastes.
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We come from all walks of life, and we all choose to enjoy the freedom of the open road differently.

MIKE SPAULDING, JR. SWEETSER, INDIANA

IT'S ABOUT FREEDOM

I can't believe you didn't include a response to Larry Johnson's comments in the last issue [Intake, HOG® 002]. May I? The readers of HOG mag, H.O.G.® members, and Harley® owners in general are a widely diverse group of freedom-loving human beings. We come from all walks of life, and we all choose to enjoy the freedom of the open road differently. Some of us in shorts and flip-flops, some of us in tennis shoes – and some of us never mount our steed without the protection of full leathers, boots, and/or a helmet. *But ...* to each his own. Who are you to decide who or what is dangerous? As for the Coachella Valley Music and Arts Festival, the whole page was to show a little more diversity among readers and put focus on broadening our horizons while enjoying *a nice motorcycle ride* through the scenic area on the way there – hence the sentence, “Just getting there will be worth the trip.”

This is an awesome magazine. And for the record: I ride barefoot!

MIKE SPAULDING, JR. SWEETSER, INDIANA

Thanks, Mike. I couldn't have said it better myself! –Ed.

I'm compelled to comment on letters submitted by other HOG readers. Both bemoaned the fact that, in one photo, a rider dared wear “tennis shoes,” the

other dared diss the “Rev” [for riding in his vestments]. What part of “freedom of riding” don't these people understand? If I, or anyone else, choose to ride in “tennis,” that's a personal choice. Riding a motorcycle is as close as a human can get to the sheer joy a dog feels when it sticks its head out the window, ears flapping in the wind. I choose not to diminish that joy with a full-face lid.

FRED C. FREDERICK VIA E-MAIL

LITTLE BEND

I read the article about Big Bend National Park, and, having experienced this awesome place myself, I thought, “Where did the rest of it go?” I was very disappointed in the “Little Bend” version of an article about such a big and beautiful place!

RODNEY MIDDLETON BRIDGEPORT, TEXAS

Having had the privilege to ride the Big Bend area several times, I was absolutely appalled at the picture of the bare animal skeleton on Page 27. With all the great scenery in that area, wouldn't it have been more appropriate to use a half-page picture of something beautiful? What a waste of space!

KAREN RABORN ABILENE, TEXAS

RIDING THERAPY

I bought my house at the wrong time, the peak of the real estate boom. I also thought I bought my 2009 Street Glide® at the wrong time, as a few months after my purchase the economy took a dive and so did the company I work for. However, going for a ride erases all, and it's the best purchase I've ever made. Hard to explain if you don't get to experience it firsthand.

LARRY VIA E-MAIL

J. Joshua Placa was right on the money in “Road Cravings Will Lead To Recovery.” He equates one ride to “a bunch of therapy sessions,” and that's something I frequently tell non-riders who don't understand the power that riding can have. As an ER nurse for more than 30 years, I was always aware of the risks of riding but never considered the therapeutic benefits. I've now been riding for six years and love every minute. Yes, it has its risks and we've had a few close calls, but those are far outweighed by the mental benefits I gain every time I head out on my Sportster® 1200 Custom, “Dragonfly.”

BETH L. BLANKENSHIP ROCKVILLE, VIRGINIA

VINTAGE ALPHABET SOUP

First, I want to say I'm very impressed with HOG magazine. The editorial focus, photography, and design make me want to stop writing this e-mail and go riding! Well done. Your column, “Let's Go Racing!” paints a great picture of motorcycle racing in America. However, Vintage Motorcycle Days in Lexington, Ohio is an AMA (American Motorcyclist Association), not an AHRMA (American Historic Racing Motorcycle Association),

event. Over the years, the AHRMA did a great job of staging the vintage racing, but this year it's no longer running the races, and the AMA isn't sanctioning any AHRMA racing.

PETER TERHORST AMA PUBLIC RELATIONS

VIVA, SERGIO!

Thank you for your Spotlight piece, “Revolutionary Ingenuity.” I came to the U.S. as a young boy in 1967. As a Cuban-American with many family members still living in Cuba, the story meant a lot to me. It mentioned the annual memorial ride on Father's Day, which was the last day I saw my dad alive, before he passed away suddenly on July 11, 1999.

Riding my own Harley gives me a strong connection to my father. At some point in every journey, I feel the presence of Dad enjoying the wind, curves, and sound one can only feel on “our” Harley-Davidson motorcycle.

ROBERT CHIARI CRANFORD, NEW JERSEY

What a great story! Struggling to repair and ride. Easy to see they love their machines. Sergio's white Knucklehead is a testament to his love of riding and Harley-Davidson® motorcycles.

VAL HANDEL VIA E-MAIL

FOR THE RECORD

The recent story about Peter and Kay Forwood was outstanding. To hear of these dedicated riders who have such a strong bond with their Harley and to each other is something this world needs more of. As for the Harley, whether visiting all 193 U.N.-recognized countries is an “official” record or not, that bike needs to end up in the Museum in Milwaukee.

WINDY THOUGHTS

Though filled with some good advice, I think Becky Tillman's column, “Riding in High Winds,” told only part of the story.

For me, the greatest danger isn't that an unexpected gust of wind will blow my heavyweight motorcycle into another lane; rather, it's flying debris. Over the years I've encountered road signs blown free, trash and cargo blown from the bay of other vehicles, and rubber cones or wooden barricades that high winds relocated directly in my path. I've had too many close calls, so I no longer ride in high winds.

JERRY SUSSMAN ALEXANDRIA, VIRGINIA

TALE OF THE TAILGUNNER

My in-laws, Jessie B. and Doris Dean McCurdy, grew up in Fort Payne, Alabama – a rock's throw from Mentone. Doris was deeply touched by the story of Wallace Van Sandt and the 1941 WLD, since Jessie and Wallace probably would have been the best of friends. Both loved their Harley-Davidson motorcycles, lived life to the fullest, and went to war as young men. Unlike Wallace, Jessie made it back home to marry his sweetheart and live a full and wonderful life. It's incredible what the Harley-Davidson Museum® is doing for the Van Sandt family, the U.S. Army Air Corps, and to honor the sacrifices that young men and women have made through the years for Americans around the world.

JEFF ESPE KENNESAW, GEORGIA

FOR THE RECORD

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FRANCIS ROGERS BILLERICA, MASSACHUSETTS

FOR THE LOVE OF TRIKES

The article on the Tri Glide™ was very informative, but I still have a few questions. Nowhere in the article does it say that Lehman Trikes does the final assembly, which I assume it does. It also doesn't mention what stage of completion the (special) Ultra is in when it's shipped to Lehman for the trike conversion. Does the Motor Company plan to do all of the assembly in the future?

When I asked my local dealer some questions about the trike, he basically said it's made from a regular Ultra Classic® and all of the stated differences were part of the new frame for 2009. After reading the article, however, I believe the differences in the trike are unique to the trike and aren't found on a regular Ultra. Could you elaborate on this?

STEVE SWINNEY RAYTOWN, MISSOURI

Steve, I asked Trike Platform Engineering Manager Jay Klubertanz your question. He said: “Generally speaking, the front part of the frame is assembled at the York facility, the rear part at Lehman. And there are some significant frame differences from the Ultra. The Tri Glide uses thicker walled tubing throughout, with a different bracket welded under the engine and a thicker bracket above the regulator, to name just a few. This is why we don't offer a kit to convert an Ultra from the factory.” –Ed.

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.

H.O.G.® News



Bricktown, Meet “Bike Town”

THOUSANDS OF H.O.G. MEMBERS helped turn Oklahoma City’s historic Bricktown district into “Bike Town” during the Saturday night street party following CLUB H.O.G. OKC on June 27. The night before, musical headliner LeAnn Rimes rocked the crowd to cap off a great day of music, riding, stunts, food, and fun.



Photography: Shooters Images, Inc.



Make Every Mile Count

THE BEST TIME TO SIGN UP for the H.O.G. Mileage Program? Right now, before you ride another mile. Because every mile counts – but not until you register. And with the new, improved Mileage Program, you can start earning awards at 1,000 miles. You’ll also receive a great patch and pin just for signing up through your local dealership. It’s an easy way to make every mile you ride just a little more meaningful. For details, consult your H.O.G. Benefits Guide or log on to members.hog.com.

1st Mainland China National H.O.G.® Rally



H.O.G. MEMBERS IN MAINLAND CHINA celebrated the first official H.O.G. rally there May 2-3 with a ride through the Tai’an mountains, near the birthplace of Confucius. Fifty-five bikes started out in either Beijing or Shanghai, converging at Tai’an for the historic ride. More than 90 people took part, including a number of official guests, dignitaries, and media members, said Bruce Motta,

International Manager, Harley Owners Group.®

“Wherever we went we drew lots of attention,” Motta explained. “If we stopped to ask directions, within 30 seconds we were surrounded by people!”

On the Web



www.harley-davidson.com

2010 Starts Now

THE CALENDAR MAY STILL SAY 2009, but the 2010 Harley-Davidson® model year is upon us! To see the complete 2010 model year lineup, visit Harley-Davidson online today.

www.harley-davidson.com/customizer

Make It Your Own

WANT TO SEE HOW that new Harley® you’ve been eyeing would look with *your* choice of H-D® Genuine Parts and Accessories? It’s easy with the online Customizer. Start with the bike of your choice and add whatever P&A you like to make it your own. Once you’re satisfied (or close – is anyone *ever* truly satisfied with their customization?), you can save your creation, print it, or e-mail it to a friend to get their two cents on your dream bike. There’s even an Inspiration Gallery you can browse to get ideas. Visit today – and get to work!



Rally Time is Now!

EACH YEAR, U.S. state H.O.G. rallies provide members with nearly 50 great reasons to set out for adventure. And there’s still plenty of time for you to take part in 2009! Dates for rallies in September and October are listed in Get Going on Pages 22-23. Or, log on to members.hog.com for the complete list, including August. And make the most of the rally season.

The Return of “Ride Free”

WANT TO RIDE FREE FOR A YEAR? Here’s how: Visit a participating dealer and buy a new 2009 Sportster® by August 31, ride it for up to one full year, keep it in good condition, then trade it within one year of purchase for a new Dyna®, Softail®, VRSC™, or Touring model. You’ll receive the original MSRP value of your Sportster.

Important conditions apply, so visit a participating dealership or www.harley-davidson.com/ridefree for details.

Women Rock the Rockies

HARLEY-DAVIDSON AND BUELL ARE PROUD to be presenting sponsors of the 2009 AMA International Women & Motorcycling Conference, August 19-22 in Keystone, Colorado. World-class speakers and seminars, state-of-the art amenities, and spectacular riding all help make this conference the premier women’s motorcycling event in the country. Pre-registration closes August 3, but on-site registration is also available. For complete details, visit www.womenandmotorcycling.com.



Museum Pieces

THE HARLEY-DAVIDSON MUSEUM® will host its inaugural Custom Bike Show on Sunday, September 6, 9AM-6PM, on the Museum grounds. Registration is \$10, in the form of a donation to MDA. The event will include live music and the Harley-Davidson® New Product Trailer, and will also be a stop on the Milwaukee Rally poker run. While you’re there, visit one of the Museum’s fine restaurants and the new free H.O.G. exhibit (admission fee is required to enter the main Museum).

For complete information or to register your bike for the show, visit www.h-dmuseum.com.

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H.O.G.® MILLION MILE MONDAY Another Monumental Monday

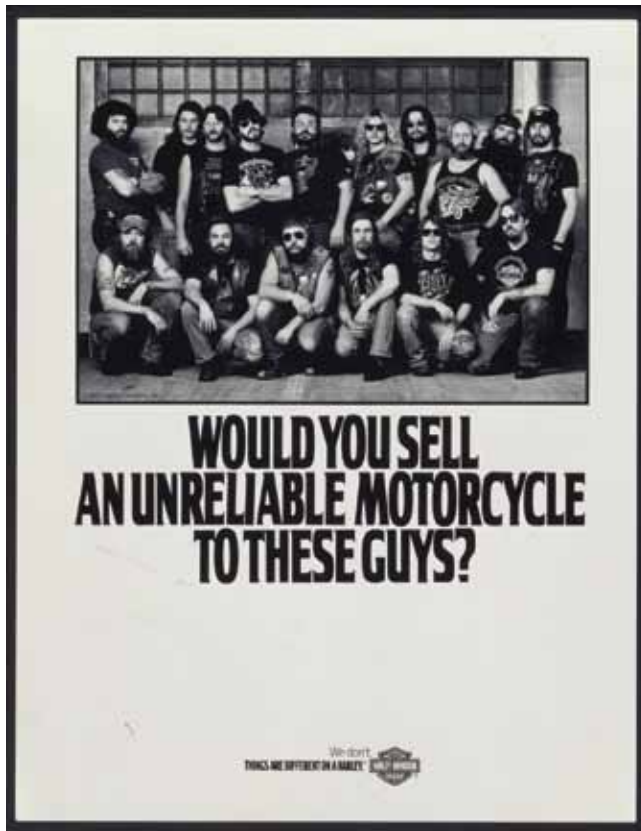
ON MONDAY, JULY 29, H.O.G. members took to highways, byways, and back roads the world over to celebrate the second annual H.O.G. Million Mile Monday – officially logging 4,373,937 miles in the process.

What's most important, of course, is not the number of miles, but the memories made and excitement generated along the way. Here are just a few examples of the MMM photos riders posted about their experiences.

For more information about Harley Owners Group® or to join online, visit www.hog.com.



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



The X Winos

“These Guys,” 22 Years Later

THE IMAGE IS AS POWERFUL NOW as it was in 1987 when it jumped from the pages of motorcycle magazines and roadway billboards: Sixteen badass Harley® riders staring steely eyed, brandishing their colors like a hard-won victory.

For a company trying to distance itself from the perception that its motorcycles were unreliable – the residue of the AMF years – the ad was as subtle as a .44 Magnum. What made it so undeniably authentic was the fact that these men were the real deal.

“We were Harley riders,” said Gary Howard (back row, fourth from the right in the original ad). “We were rough and, except for one guy in the picture, members of a motorcycle club.”

Contrary to rumors and speculation at the time, it wasn’t an outlaw club; rather, it was an affiliation of recovering addicts who called themselves the “X Winos.”

Formed in 1977 by a handful of recovering addicts who lived in the Minneapolis-St. Paul area and rode Harleys together, the X Winos were even less mainstream than the one-percenters.

“Back then, bikers were on the fringe of society,” said Howard. “Being sober bikers placed us even further outside.”

No matter, as the X Winos cared primarily about (and for) each other.

“Most of us came from broken backgrounds, and we had in common the life-changing experience of being addicts trying to live sober,” commented another. “X Winos were our closest ‘family.’”

The club threw an open-to-the-public turkey roast in the summer of 1978, as both a party and celebration of their sobriety. The only rule: no alcohol or drugs on or in anyone in attendance. It was a success and became an annual event.

In fact, it was a group photo from one such event, pinned to the toolbox of X Wino “Bug” when he worked as a mechanic at Twin Cities Harley-Davidson, which caught the eye of the advertising agency director who had been looking for tough guys to appear in an ad campaign.

“The agency guy thought we looked like perfect thugs,” laughed Bug. “So they arranged for the photo shoot, the ad came out, the club was paid \$500, and these guys got their 15 minutes of fame.”

These guys? What about you, Bug?

“I never got the message about the date for the photo shoot, so I missed it. Not that I was bothered by it or anything ... or that it took 15 years to get over it [laughs].”

The good news is that the X Winos get a second round of recognition, here in *HOG*® magazine. At their 31st Annual Turkey Roast during Father’s Day weekend 2009, the attending X Winos featured in the ad happily posed for the reunion photo shown here, and this time with Bug (back row, second from left).

All of the X Winos from the original photo are still riding and, except for one, continue to ride Harleys.

More importantly, all from the original photo are still sober.

The club and its mission – to stay sober and help other bikers achieve sobriety – has expanded to other states and helped hundreds of people struggling with addiction (see www.xwinos-mc.com).

They may still look badass, but the X Winos are good to the core.



Photography: John Sandberg

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

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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.



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For more information, call 800-334-6156 or visit MMITech.edu/Harley-Davidson



Photography: Ron Berhmann

Albuquerque, New Mexico • October 3-11, 2009

Albuquerque International Balloon Fiesta

EVERY YEAR, HUNDREDS of the world's best hot air balloon pilots gather in Albuquerque for a week-long celebration of lighter-than-air flight. The fall desert air provides the perfect conditions for ballooning, while the spectacular terrain and beautiful roads do the same for riding. Thunderbird Harley-Davidson in Albuquerque provides Harley-Davidson® Authorized Rentals and is also a H.O.G.® Fly & Ride destination dealer.

www.balloonfiesta.com



Tennessee/Mississippi/Alabama

Natchez Trace Parkway

BE IT WILDLIFE, Native Americans, missionaries, traders, or motorcyclists, this scenic route from Natchez, Mississippi to Nashville, Tennessee has been well-traveled for thousands of years. Historically, "bandits" on the lookout for tradesmen were one of the key hazards faced by travelers. Today, distracted drivers ogling the amazing fall colors pose a greater risk on this beautiful 444-mile stretch of two-lane.

www.nps.gov/natr

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.

Photography: Michael S. Lewis



BECAUSE YOUR FRIEND IS IN TOWN – WITHOUT A BIKE

Sometimes, opportunity strikes close to home. When it does, seize it with a rental from Harley-Davidson. With more than 200 Authorized Rentals dealerships, there's a great chance that wherever you are, we're already nearby.

For complete information about Harley-Davidson® Rentals, visit hdrentals.com. And turn that unexpected visit into an unforgettable adventure.

Never miss an opportunity to ride.



AUTHORIZED
RENTALS



H-D OPEN HOUSES

Our Doors Are Open

SEPTEMBER IS OPEN HOUSE MONTH at Harley-Davidson – your opportunity to get an added behind-the-scenes look at some of the H-D facilities around the country. Activities include factory tours, special exhibits, and, of course, demo rides of all the exciting new 2010 models. For details, visit www.harley-davidson.com.

VEHICLE & POWERTRAIN OPERATIONS

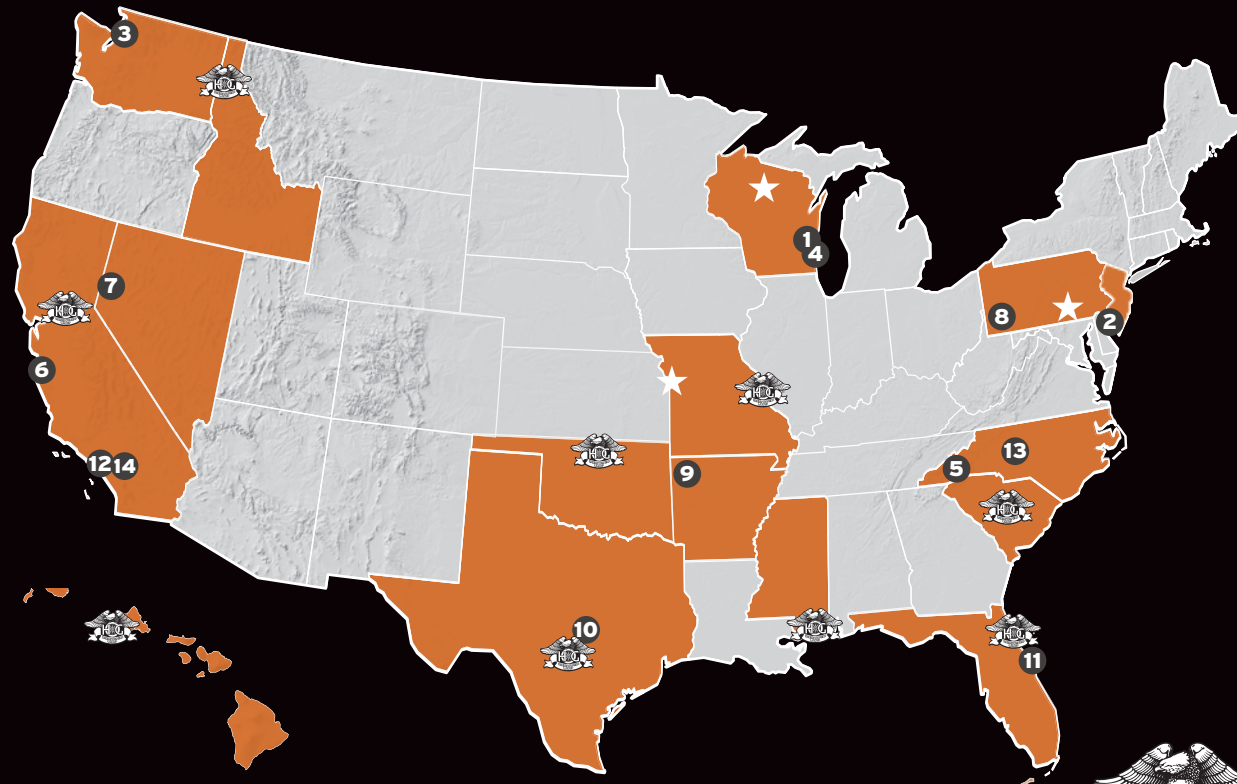
- › Kansas City, Missouri
- › September 11-12
- › H.O.G. Pin Stop

★ **VEHICLE OPERATIONS**

- › York, Pennsylvania
- › September 24-28
- › H.O.G. Pin Stop

TOMAHAWK OPERATIONS

- › Tomahawk, Wisconsin
- › September 17-20
- › H.O.G. Pin Stop



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.

IDAHO
Coeur D'Alene
September 3-5

OKLAHOMA
Ponca City
October 8-10

MISSOURI
St. Charles
September 10-12

HAWAII
Makaha
October 9-11

TEXAS
San Marcos
September 24-26

FLORIDA
St. Augustine
October 21-24

SOUTH CAROLINA
Columbia
October 29-31

MISSISSIPPI
Biloxi
October 1-3

CALIFORNIA
Roseville
October 8-10

For a complete 2009 schedule, log on to members.hog.com.



1 MILWAUKEE RALLY
› Milwaukee, Wisconsin
› September 3-6
› H.O.G. Pin Stop
› www.milwaukee rally.com



2 AMA NEW JERSEY SUPERBIKE CHAMPIONSHIP WEEKEND
› Millville, New Jersey
› September 4-6
› www.amaproracing.com



3 BUMBERSHOOT MUSIC & ARTS FESTIVAL
› Seattle, Washington
› September 5-7
› www.bumbershoot.com



4 INDIAN SUMMER FESTIVAL
› Milwaukee, Wisconsin
› September 11-13
› www.indiansummer.org



5 RALLY IN THE VALLEY
› Maggie Valley, North Carolina
› September 18-19
› H.O.G. Pin Stop
› www.chdda.com



6 MONTEREY JAZZ FESTIVAL
› Monterey, California
› September 18-20
› www.montereyjazzfestival.org



7 RENO STREET VIBRATIONS
› Reno, Nevada
› September 23-27
› H.O.G. Pin Stop
› www.road-shows.com/street_vibrations.php



8 AMA PRO HILLCLIMB "ALL STAR CHALLENGE"
› Jefferson, Pennsylvania
› September 27
› www.amaproracing.com



9 BIKES, BLUES & BBQ MOTORCYCLE RALLY
› Fayetteville, Arkansas
› September 23-26
› www.bikesbluesandbbq.org



10 AUSTIN CITY LIMITS MUSIC FESTIVAL
› Austin, Texas
› October 2-4
› www.aclfestival.com



11 BIKETOBERFEST®
› Daytona Beach, Florida
› October 15-18
› www.biketoberfest.org



12 CALIFORNIA BIKE WEEK
› Pomona, California
› October 23-25
› www.californiabikeweek.com



13 THE BARBECUE FESTIVAL
› Lexington, North Carolina
› October 24
› www.barbecuefestival.com



14 AUTOMOBILE CLUB OF SOUTHERN CALIFORNIA NHRA FINALS
› Pomona, California
› November 12-15
› www.nhra.net

BETWEEN THE LINES

(Your) Back, in the Saddle

Take Care of Your Vertebrae, and They'll Take Care of You

By David Davis, Doctor of Chiropractic



We love to ride. We live to ride. We know how it feels when the challenges of the world melt away under the rumbling peace of long rides down two-lane blacktops. At times, it feels like we can ride through a dozen sunsets and sunrises without stopping.

For some of us, however, our spirit of adventure is far more indomitable than our bodies will allow. We lie in bed at night dreaming of our next great ride, and in our fantasy we are supple and lithe, because

in our mind we always default to the very best version of ourselves. And then morning comes. With a Herculean effort, we hoist ourselves out of bed and lament the passing of the guy who made last night's fantasies look easy.

Many of us have never had back problems, and we want to keep it that way. We have to take care of our bodies so they can continue to serve us for years to come. Riding for long periods of time, unfortunately, can take its toll

on our lower back. Many of us know what that feels like, and many of us know how lower back pain and stiffness can dampen the exhilaration of a great ride.

It's not that riding a motorcycle is to blame. The culprit is stress, which, in this case, is defined as anything that your body has lost the ability to adapt to, like sitting for long periods. In the same way that our backs have succumbed to the ravages of time by sitting at desk jobs, lifting improperly, poor posture, lack of exercise, and other bad habits, sitting on a motorcycle for a length of time can contribute to back pain, usually mild, but sometimes frustratingly severe.

- Back pain is a problem that is prevalent in the modern world. In the U.S. alone, there are an estimated 31 million people with lower back pain at any given time. As many as 50 percent of all Americans report some type of back pain every year.
- In addition to the physical aspects of back pain, the financial strain is also severe: More than \$50 billion is spent every year to try to alleviate back pain.
- Many experts place the likelihood of any person experiencing some type of back problem throughout their lifetime at about 80 percent.
- Recently, the National Hospital Ambulatory Medical Care Survey showed that 13,707,000 people visited their doctors to deal with a case of back pain in a one-year period.
- Surveys have shown that back pain is the most common reason why people younger than age 45 don't participate in as many activities as they would like.

It doesn't serve us to pretend that we're invincible and immune, especially when the steps necessary to prevent back pain are so accessible and easy - and can actually make a trip on our bike more enjoyable.

Background

First, let's understand why our backs start to hurt in the first place. There are only a few causes of lower back pain and almost every one of them has practical solutions.

The spine is composed of 24 movable segments called vertebrae. In between each of these segments are discs that are composed primarily of cartilage and, if they're in good shape, should contain a significant amount of fluid, acting like a shock absorption system. These discs serve double duty as spacers, maintaining distance between the vertebrae. As such, they provide ample room for the spinal nerves to exit the spine to do their job of innervating the organs and tissues of the body.

If any of these segments loses its mobility or position, the joints of the spine will sacrifice their ability to adapt to wear and tear, and they begin to dysfunction. Over time they'll degenerate, leading to a condition called a "subluxation." The degeneration that follows is known as osteoarthritis. That means that the discs will begin to wear down or bulge. The nerves will become irritated or pinched. And all of the muscles and ligaments that have worked so hard to try to maintain balance will now have to work even harder to try to prevent the whole situation from getting worse. That means tightness, spasm, and loss of flexibility. Unfortunately, the whole process tends to be self-perpetuating. The more stress on the system, the more the system breaks down, and the more we suffer for it.

Don't Just Sit There!

The good news is, with certain precautionary measures and relatively little effort performed *consistently*, we can begin to restore order to the system and begin to experience a significant reduction or elimination in the amount of pain and discomfort we feel. And look forward to riding pain free.

Let's begin with the basics.

1. Take frequent breaks on long rides. Every hour or so, stop and get off the bike, walk around and do a couple of stretches, even for just a couple of minutes. Most

important is to spend a minute or two doing extension stretches, which, in essence, reverse the effects of poor riding posture. This also gives you more opportunities to take photographs and stay hydrated.

2. Try to maintain proper riding position. We all know that few things in life are as aesthetically pleasing as a fellow Harley® rider stretched out in the saddle with their feet up on the highway pegs and their hands on the bars out in front.

influence on the pelvis and the lower back, it's very helpful to stretch them as well.

6. Take a walk. It's early morning. The V-twin is still asleep, but you're awake and the café doesn't serve breakfast for another half hour. Go out and take that morning constitutional walk. A brisk 15- to 20-minute walk will do wonders for all aspects of your health, especially the muscles of your legs and core, which will help keep that lower back appreciative.

Try to ride for awhile with your back erect and your feet on the boards. This is the least stressful position for your back.

I wouldn't dare say to give up our classic pose. Instead, change it up. Try to ride for awhile with your back erect and your feet on the boards. This is the least stressful position for your back. If you have a seat rest, this is where it serves you the most. It relieves your back muscles from having to do all the work. When I'm on long solo trips, I'll pack some of my gear on the seat behind me, so I can use a sleeping bag or a pack as a backrest. The difference is extraordinary.

3. Try to keep your wallet in your front (or jacket) pocket while you ride. If it's in your back pocket, you're sitting on a wedge that rotates your entire pelvis high on that side, creating imbalance the lower back muscles have to compensate for.

4. If you have a history of lower back problems, consider wearing a lumbar belt, which simply gives your back muscles some needed assistance.

5. Exercise consistently. If you spend 10 minutes daily doing some stretching and a few core strengtheners, you can come out way ahead. The key is to stretch the extensor muscles of the spine: the ones that bend you backward to counter the effects of slouching forward all day on the bike. Because the muscles in the front and back of the legs exert a significant

If you're feeling inspired, when the old girl is parked and quiet for the night, take another 15-minute ramble. Besides, what better way to scope out the local scenery than to stroll down Main Street or take in the view from the top of a hill?

7. Probably the least popular suggestion is to lose the gut, that sub-sternal keg, that extra 10 or 30 pounds some of us are carrying around our waists. I say, ditch the keg and get a six pack. It will take a load off your back.

We ride Harley-Davidson® motorcycles for many reasons. It anchors us in a changing world; it gives us perspective; it gives us time with our friends and loved ones; it simply is who we are. We know that our time on the road is a sacred part of our existence. By riding safe and staying healthy - and taking care of our backs - we can continue to make memories and fill up photo albums for years to come.

David Davis is a H.O.G.® member and Doctor of Chiropractic practicing in New York, New York.

The information in this article is presented as a service to readers of HOG® magazine and does not represent any official position or medical opinions of the Harley-Davidson Motor Company.



Fat Boy® Lo



Road Glide® Custom

FULL THROTTLE FOR 2010



Dyna® Wide Glide®

HARLEY-DAVIDSON rolls full throttle into 2010, rocking to new riffs of three great, original hits. There's the new dressed-in-satin-chrome-and-denim-black **Fat Boy® Lo** model - a darker and lower version of the original fat-custom. The **Dyna® Wide Glide®**

model returns, done up and dropped down in old-school chopper style and a familiar paint scheme. And a new **Road Glide® Custom** model rolls on a slammed suspension, 18-inch wheels, and clipped windscreen - the same traits that have defined the original stripped-and-slammed bagger, the Street Glide®

For riders ready to rock, these new bikes have already rolled into Harley® dealerships. Check out the highlights here, and go to www.harley-davidson.com for detailed specifications, photos, examples of colors/options, and ideas for customization. Then listen to their unmistakable sound at your local dealer. »

FAT BOY® LO The Fat Boy Lo model makes its debut alongside the original with much of the same DNA, but decidedly darker and lower. The disc wheels, hardtail-style frame, wide FL forks, stacked shotgun exhaust, and mammoth headlamp are there and ever faithful to the name, but there are key differences.

For starters, the aforementioned wheels, FL fork uppers, headlamp bucket, and exhaust headers are either satin or gloss black, not chrome. Ditto for the air cleaner cover, derby cover, horn cover, coil cover, rear fender supports, swingarm, footboards, and oil tank.

The chrome that remains is finished in satin to further subdue the Lo's overall style.

While the original Fat Boy rolls low, the new Lo hovers even closer to the tarmac. Slamming both suspensions by 1.15 inches leaves the deeper-dished seat a mere 24.25 inches off the ground, the lowest of any Harley-Davidson® model. The seat is also narrower, which, in tandem with the lowered suspension, makes it possible for almost any rider to place both feet flat on the ground when the bike is at rest.

A counterbalanced Twin Cam 96™ V-Twin powertrain, rigid-mounted in the frame, powers the Fat Boy Lo. It sports 93.67 ft.-lbs. of torque, the full ease of EFI, and the 6-Speed Cruise Drive® transmission (now with a helical-cut fifth gear).

In describing the new Lo, Styling Manager Kirk Rasmussen sheds some insight into the design team's logic behind the restyle: "We heard from riders who loved the Fat Boy model's profile but didn't want the flash and chrome. We responded by going tougher and darker, hence the heavy use of black.

"Some riders will be tempted to categorize the Lo as a Dark Custom,™ but that's not entirely accurate because it's not a



minimalist-styled bike. It has a passenger pillion, a leather tank panel with Harley-Davidson medallion, and the signature side badges on the fuel tank."

DYNA® WIDE GLIDE® After a one-year sabbatical, the Dyna Wide Glide model returns to the road, faithful to its old-school chopper heritage, yet, like the Fat Boy Lo, with a tougher and darker edge than its predecessors.

"The Wide Glide model has always been inspired by what was happening on the street," said Principal Stylist Brian Nelson. "For its reintroduction, we've traded flash for a darker attitude."

Some of its edginess comes from slammed suspensions, which leaves the low-slung seat just 25.5 inches from the ground.

Components that were once chrome are now black, such as the rims, headlamp bucket, mirrors, handlebar risers, tank console, fender supports, battery box, and most of the engine covers.

The rear sissybar, long a hallmark of the Wide Glide, is now a one-piece "wire" design and, you guessed it, black. It's all the more noticeable because the rear fender has been chopped to reveal the 180/60B tire; the dual LED rear lamps combine the stop/turn/tail functions to eliminate the large central lamp; and the license plate bracket is moved to the left side of the fender. The result is a clean, exposed tail section that's stylistically restrained compared with previous iterations.

For all of the subdued, darker treatments on the new Wide Glide, a few of the brash, signature elements are positively preserved, such as the 49 mm front forks, raked out a full 34 degrees and spread wide to accentuate the 21-inch by 2.15-inch



front wheel, as well as the new internally wired handlebar that gives its rider a real fist-in-the-wind profile.

The exposed rear shocks are still here, as are the forward foot controls and 4.7-gallon fuel tank (although it's been tilted up .75 inches at the front to further accentuate the chopper profile).

The Wide Glide® model is powered by a rubber-mounted Twin Cam 96™ powertrain with a new tommy gun exhaust; EFI; and the 6-Speed Cruise Drive™ tranny, now with a helical-cut fifth gear for smooth operation.

Like the original 1980 Wide Glide, the newest version will be available in Vivid Black with Flames paint scheme.

"The orange-to-yellow fade flames are iconic and had to be an option," said Nelson. "However, like the bike, they too have been stretched. Visually it suggests speed, which, of course, makes sense because this bike pumps out 92 ft.-lbs. of torque.

The flame job is limited production, so order as soon as possible. Riders can also opt for Vivid Black or Red Hot Sunglo color options, both of which are full-production runs. »



A Leaner Cut

2010 STREET GLIDE® The original stripped-and-slammed Harley® bagger hits the road in 2010 with stylish revisions and an emphasis on smooth.

First up: an 18-inch Black Slotted Disc cast aluminum front wheel replaces the previous 17-inch wheel of the same style that, in tandem with the lower-profile 130/70B18 tire, adds to the Street Glide's hot rod swagger.

At the rear, a new taillight assembly uses a pair of red LED stop/tail/turn lamps that eliminates the third, single stop/tail lamp. Attached to a sweeping chrome bracket that doubles as visor for the low-mounted license plate, the minimalist design further streamlines the already lean Street Glide® model.

A new 2-into-1 exhaust with a single 4-inch diameter chrome muffler exits beneath the right side saddlebag in keeping with the emphasis on low.

What hasn't changed on this perennial favorite is the signature fork-mounted bat-wing fairing with single headlamp and a clipped windscreen; a slammed rear suspension with "ground



effects" trim extending from the bottom of the rear fender; trim-free FL front fender; custom bucket seat; the innovative, new-last-year Touring chassis; and the powerful Twin Cam 96™ V-Twin, which gets a helical-cut fifth gear for 2010.



saddlebag; a new custom bucket seat with a perforated insert in the rider position (and a tapered passenger pillion that visually flows into the rear fender); and Streamliner floorboards, brake pedal, and passenger pegs that have full chrome pans and three chrome bands inset in the rubber surface.

And like all 2010 Big Twin models, the Road Glide Custom is powered by the Twin Cam 96™ with ESPFI that delivers crisp response and easy starting hot or cold. New this year is a helical-cut fifth gear in its 6-Speed Cruise Drive® transmission for extra-smooth operation.

All of the above features define what's new about this hot rod bagger, but they don't tell the whole story.

As a member of the H-D® Touring family of motorcycles, the Custom rides on an innovative chassis introduced in 2009, based on a single-spar, rigid backbone frame developed to best handle the demands of today's touring riders and more powerful Twin Cam engines (see HOG® 002 for the complete story).

Literally a from-the-ground-up redesign, the new chassis ushered in a host of improvements, such as more responsive front-end geometry; a new engine mount system for reduced vibration at idle; wider rear wheel/tire and Dunlop D407 dual-compound tires for enhanced handling and extended tread life; a 0.556-inch longer wheelbase for greater highway comfort; and 15 pounds more cargo capacity.

On the road, the changes work together to set new benchmarks for agility and responsiveness, as well as comfort for riders and passengers alike. And though it's stunning to look at, the new Road Glide Custom is clearly built to tour thanks to its hardshell saddlebags, 40-watt Advanced Audio System by Harman/Kardon®, and a full-array of instrumentation.

A fraternal twin to the Street Glide® model, the Road Glide Custom is a strong alternative for riders who won't settle for anything less than an American hot rod bagger. HOG

ROAD GLIDE® CUSTOM

The American hot rod is alive and well in Milwaukee, sporting a shark-nosed fairing and wearing the name of Road Glide Custom model. Yep, the iconic bagger gets a custom makeover for 2010, leaving it lower, leaner, and decidedly tougher.

It starts with a rear suspension that's been slammed, producing a pavement-hugging profile that sets the tone for all that follows. Seat height is a lowly 26.3 inches.

Up front, an 18-inch Black Slotted Disc cast aluminum wheel with machined highlights replaces the former 17-inch wheel, is matched with a lower-profile 130/80B18 Dunlop® tire, and draped by a clean FL fender. While the larger wheel/tire combo visually "opens" the front end, the outer diameter is effectively the same as the previous 17-inch wheel/tire, preserving the steering and handling manners.

Atop the revised front end is the distinctive frame-mounted fairing with dual headlamps that has long made the Road Glide unique among the Harley FL line. Electronic Throttle Control reduces clutter in the handlebar area and accepts the easy upgrade for optional cruise control. Keeping with the low-and-lean theme, the new Custom also sports a low-profile dark windscreen, as well as a new headlamp shroud.

Equally unique changes are at the rear, most notably on the taillight assembly, which joins a pair of red LED stop/turn/tail lamps with a sweeping chrome bracket that doubles as visor for the low-mounted license plate. The design eliminates separate stop/tail lamps which, in concert with tri-line LED lighting located at the bottom edge of the rear fender, simplifies the visual lines at the rear and highlights the GTX® nylon hard saddlebags with color-matched latches.

Additional details include a new 2-into-1 exhaust feeding a single 4-inch diameter chrome muffler that underlines the right



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THE

MILE



Bryan Smith (42) from Flint, Michigan gets sideways and slams the door on Chris Carr (4) on Turn 3 at Springfield.

FIRST YOU HEAR THE THUNDER OF THE V-TWINS. AND AS YOU WALK ACROSS THE PARKING LOT TO THE TRACK, YOU CAN FEEL IT. IT'S THE GROUND-SHAKING, POUNDING-IN-THE-CHEST TYPE OF ROAR FROM AMERICA'S MOST EXCITING FORM OF MOTORIZED COMPETITION - FLAT TRACK RACING.

STORY BY BEAU ALLEN PACHECO + PHOTOGRAPHY BY KEVIN NETZ

THIS IS THE MILE, where the Big Iron roars. And when you get to your seat in the stadium to watch practice, it blows your mind. You think to yourself, “How come I never heard of The Mile before? How can something this exciting, this ... genuine, slip by television and the magazines?” It’s hard to say, but one thing is for sure: The Mile Flat Track is the real deal.

Yes, they’re actually sliding on the dirt at more than 120 mph, and, no, there are no front brakes. That’s elbow-to-elbow, in your face, put-your-foot-down-in-the-corner, hot shoe racing. It’s racing like they did when the race track ran thoroughbreds on Saturday and motorcycles on Sunday. It’s racing like they did when ice cream at an event was an exotic luxury and the audience stood in wonder when an actual airplane flew over to advertise barnstorming rides on the edge of town. It’s racing that was born when WW I vets were home from *over there* and couldn’t wait to roar some more. Why, chances are there could even be a couple of Civil War veterans in the stands watching the spectacle. Oh, this is our stuff. This is American racing – we own this. Sure, Gran Prix is fun, but it ain’t ours – and neither is motocross. But Flat Track is us, as much as Winchester, Mustangs, jazz, and rock ‘n’ roll. We own it.

This is the legendary Springfield Mile, the big one. The Mile is the vestige of the Grand National Championship, and the name says it all. It’s not the Verizon series, not the HomeOfficeFinanceDepot series, but the honest-to-gawd good ol’ USA *Grand National Championship*. Hear the high school band and see the bunting.

It’s no accident the parking lot is filled with Harley-Davidson® motorcycles because the Motor Company has been the mainstay of Grand National racing since the series was born. Not that Harley’s dominance hasn’t been challenged over the years. In the late ‘40s there were epic battles between Harley-Davidson and Indian marques. After the demise of Indian in the ‘50s, Brit bikes came ashore to do battle on The Mile and had their successes.

Flat Track devotees still tell stories of epic battles between Harley, BSA, and Triumph, and their riders Dick Mann and Gary Nixon. But for the most part, the mighty V-twins from Milwaukee are the icon for The Mile. Indeed, an argument can be made that the XR-750 is the most successful motor in all of motorcycle racing, having won more races and more championships over a longer period than any other.

If a person can only see one Mile Flat Track race a year it would have to be the one in Springfield, Illinois. “Back in the beginning of Class C racing in 1937, if you won Springfield you won the championship,” says Jim Viverito, 57, from Chicago, Illinois; former Flat Track racer and ad hoc Springfield aficionado. “The first Class C race was held there in 1937, got interrupted during the war, then continued in 1946. In those days, Class C rules stated that the bike had to be licensed, street legal, and you had to ride it to the track. You simply removed the lights, and went out and raced. They wanted everyone to have the chance



Nicholas Cummings (22), Willie McCoy (59), and Bryan Smith (42) are about to get intimate in the first turn of The Mile.

to have some fun.” That altruism didn’t last long, and factory-issued one-offs soon dominated the tracks.

According to Dale Walksler, owner of the Wheels Through Time Museum in Maggie Valley, North Carolina, “After the war, the sport expanded. In 1946, H-D built 100 racers. In 1947, it only built 20, but in 1948 it factory built 292 racing bikes. Harley wanted its bikes to win races so people could see ‘em on Sunday and buy ‘em on Monday.”

In 1966, [racing at] Springfield stopped when an outlaw gang caused some trouble after the races and the town voted to discontinue motorcycle racing. But on October 6, 1981, a group headed by the Illinois Motorcycle Dealers Association convinced governor Jim Thompson that the time had come to restore the

historic race back in Springfield.” The city allowed a non-national event in October, which wasn’t during the State Fair like the races of old. But there was no trouble, and the race has now been restored to its former glory. There is a divine continuity to Flat Track racing.

“Flat Track hasn’t changed at all,” says legendary track announcer Larry Maiers (a member of the Motorcycle Hall of Fame). “In the old days, I’d go to the race and see these guys pull up in their vans; sometimes they had an awning, sometimes not. They’d unload their tires and gear on one side of their space and tools on the other side, and unload the bike in the middle. That’s all they needed. Today at a dirt track, for the most part, it’s the same; nothing has changed. And the

attitudes of the riders are as great as ever. They’re still in it for the love of the sport even though there still isn’t enough money to support a lot of them like there is in motocross or road racing. These guys are in love with the crowd that comes to see them race, and their fans are fanatical. After the race, they stick around to sign autographs and visit with their fans. Some of the riders try to sell some T-shirts to make a buck to get from race to race.”

Maiers has always admired the camaraderie between the riders. “When they’re on the track, the racers might bump a little,” says a chuckling Maiers, “and after the race there might be some hot words, but that argument lasts all of 10 seconds. Then they’ll all go to where the winner is, and he’ll buy pizza

for all the riders. They'll forget about it, and next week it's back to business. They respect each other more than motocrossers or road racers. Hell, in motocross and road racing their *mechanics* don't even talk to each other. But in Flat Track it's all one big family. That's the way *all* racing used to be, but dirt track hasn't changed. There's still that family atmosphere."

Maiers, who is retired, has been to hundreds of Flat Track races over the years, and he's never lost his sense of wonder at the majesty of The Mile. "The thrill never went away of seeing the racers come down the straight and toss it into a turn at 130 mph," says Maiers with reverence. "There is nothing like that in sports, and I don't give a damn what sport you're talking about."

The more Maiers' talks about Flat Track the more his recollections possess him. "To really appreciate it, what you have to do is get in the infield at the entrance of the turn," he says softly, "and watch them approach. Now, they're going to come at you at over 135 mph and pitch it sideways. [Voice rising.] And man, the ground shakes and the dirt flies, and the whole spectacle is so overwhelming that even on a hot day you get the shivers and the hair on your neck stands up straight."

THESE GUYS ARE IN LOVE WITH THE CROWD THAT COMES TO SEE THEM RACE, AND THEIR FANS ARE FANATICAL.

[Voice rising further.] "And the racers are side by side and inches apart, and they pitch it sideways – why, how in the hell do they know who's going to brake first? But they do, and they all turn in unison, and it's a thing of beauty. Oh, it's amazing to see the riders communicate with each other *by touch!* In the middle of all this incredible speed and explosion of noise, handlebar to handlebar at the approach of the turn when they're about to slide their feet, and all hell is about to break loose, they'll reach over and tap the rider next to them on the leg or shoulder just to let them know they're there! I really can't describe that, you just

Kenny Coolbeth contemplates his pre-race strategy.



Photography: Shooters Images, Inc.

have to see it." Well, actually, yes, he can describe it, and he still does it better than anyone in the business.

Viverito totally agrees with Maiers. "A Mile Flat Track race like Springfield is every bit as exciting as any NASCAR race," says the former racer. "Motorcycles are just naturally more exciting than cars, and what sets The Mile apart is that on the last lap you might have any one of 10 guys win the race, it's that close. You don't get that in a NASCAR race. As far as an exciting spectator sport, it's America's best-kept secret."

It may be a secret here in the States, but Europe is discovering it much like they discovered another American art form in the '60s: rock 'n' roll. "What's interesting," says Viverito, "is that Flat Track racing has actually begun to be more popular in Europe than here. The French, Italians, and Spanish have shown a lot of interest, but the English have just taken off with it. That's amazing because it's a uniquely American sport."

The uniquely American style of riding has actually been influencing European racing for years. "Some of our great American racers came from Flat Track racing," says Viverito. "Guys like Kenny Roberts, Eddie Lawson, and Wayne Rainey

who all won World Championship in Moto Gran Prix, came out of Flat Track racing. They all brought that Flat Track style into road racing – how to slide – but more than that, how to slide on pavement. That's why at a Gran Prix race in Italy, an Italian opined: 'Italians ride like they want to live, the English ride like they don't care whether they live or die, and Americans ride like they want to die.' And all of that comes from that get-it-sideways style of Flat Track."

Will The Mile Flat Track race ever become super popular? No one knows, but every year there are rumors that soon the races will be featured on television and popularity will soar. Maybe so, and it would be nice to see these riders get the attention they deserve. But to the thousands of devotees who travel from town to town to watch their heroes on the dirt, TV doesn't matter. They know the real thing when they see it.

And you really have to see it to believe it. **HOG**

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Charlie Hunnam – JAX

A Life of Chaos

“SONS OF ANARCHY” BRINGS FRESH LIGHT TO A DARK WORLD
BY MIKE ZIMMERMAN

Jax Teller is pretty much screwed. As heir to the throne of the motorcycle club his late father helped found, the life of the “Sons of Anarchy” is the only life he’s ever known; its members his only family. His mother, Gemma, has even married the club’s current leader, Clay, another founding member.

But recently, the “ghost” of Jax’s father has appeared – in the form of an unpublished manuscript – to shine new light into this dark, morally complex world. And Jax begins to wonder if the club has strayed too far from its founding ideals.

Jax: Did Dad ever talk to you about his vision, about what he wanted for the club?

Gemma: His vision was brotherhood. Family.

Jax: And running guns? Did he want that?

The title of the manuscript is “The Life and Death of Sam Crow: How the Sons of Anarchy Lost their Way.” The dedication reads: “For my sons: Thomas, who’s already at peace; and Jackson, may he never know this life of chaos.”

If this story sounds a little familiar, congratulations for recognizing some of the basic plot elements of Shakespeare’s “Hamlet.” Start there; add generous quantities of sex and even more violence; and complex, well-written characters, and you’ve got “Sons of Anarchy,” a surprise hit last season on the FX cable network.

SHAKESPEARE IN THE DARK

The show’s creator and head writer, Kurt Sutter, makes no bones about the Shakespearean influence. In an exclusive interview at the show’s North Hollywood studio, however, he explained the famous play provides merely a framework for the show – a point of entry into a world that has long fascinated him.

“The genesis of the show was the idea that a lot of these outlaw motorcycle clubs began, post World War II, [with] these war heroes coming back, many of whom were not ready to conform to that Dwight Eisenhower ‘white picket fence’ vision of America,” Sutter explained. “They began as a way for these guys to get together, blow off steam, and ride bikes, which is what they loved to do.”

From there, it didn’t take long for a number of them to evolve into “full-blown outlaw enterprises.”

“And I always thought, the first guy who put on ‘the cut’ [a biker’s vest] and said, ‘Let’s go out and have a few beers and kick ass,’ what does that guy ultimately think about what they became?”

In the show, “that guy” is John Teller, Jax’s dead father.

To help give the ring of truth to his fictional world – the hub of which is the small town of Charming, California – Sutter spent quality time both with a real outlaw motorcycle club and researching the history of such organizations. »



Kurt Sutter (creator and head writer)

One important element that came from that experience was an emphasis on motorcycles and riding. The bikes, of course, are Harleys® – several of which are being supplied by The Motor Company in Season 2.

“That iconic machine really represents ‘the life,’” he explained. “It’s important to me to incorporate the bike as a character on the show.”

Sutter tries to include riding scenes as much as possible. And not the shoot-the-bikes-side-by-side-on-a-trailer approach (are you reading this, Ponch and Jon?). Every key cast member whose character rides learned to ride for the show, if they didn’t already know how. Stunt riders are used only when necessary.

Though certain elements of the show seem over the top at times, what holds it all together is an intriguing moral ambiguity. The line between right and wrong is often blurred, with viewers left uncertain of which outcome to root for – which actions to feel good about and which to be appalled by. (A family show it is definitely not; “viewer discretion” is highly advised.)

The lynchpin for this dramatic tension is Jax himself. Portrayed by Charlie Hunnam, a young British actor relatively unknown in the U.S., Jax seems at times equally capable of evoking sympathy or disgust. When he’s been crossed, or is protecting his loved ones, he administers swift, violent justice. In scenes with Tara (the love of his life, who recently returned to Charming, played by Maggie Siff) or his newborn son, Jax’s softer side emerges.

He’s a character Hunnam can easily relate to. Growing up in Newcastle Upon Tyne, a rugged industrial town in northern England, Hunnam knew guys like Jax. His own father, in fact, lived

in a world not unlike the one inhabited by the Sons of Anarchy.

“My dad’s like a real tough guy,” he explained during a break in shooting, his American accent slipping in and out as he spoke. “He’s not involved in the motorcycle culture, but he’s definitely an outlaw. I grew up knowing that subculture of crime.

“So I kind of understood from my own experience a little bit of the struggle Jax feels, treading the line between what he’s known his whole life and what he believes in his heart to be right.”

As Sutter put it, Jax is “a man who *hasn’t really decided yet what kind of a man he’s going to be.*” When you get right down to it, how Jax makes that decision is the key to the show.

BIKERS AND BABES

Following its debut last fall, the show has steadily gained a loyal following. Anecdotal evidence suggests that Harley riders make up a substantial share of the audience, indicating the show has struck a chord among a certain cross-section of Americans.

“Working-class people, who either know bikers or, at the very least, understand the struggles of the middle-class world,” Sutter said. “Maybe not from an outlaw point of view, but at least from a small town point of view. To have [our show] centered in Small Town, U.S.A. makes it really relatable for people.”

While the show’s core audience is men ages 18-49, data also indicate a surprisingly strong following among women. For this, Sutter credits not just the Jax-loves-Tara storyline (“and having Charlie take his shirt off as much as possible”) but also the strong female voices on the show. The best example is Gemma, played by Katey Sagal.

Described as a “lioness” by Sutter, Gemma’s primary defining trait is her fierce maternal instinct. She’ll go to any lengths to protect Jax, her new grandson, her husband, or even the solidarity of the club itself.

“What’s so fascinating about [the show],” Sagal said, “is that you see people in a world you’ve never seen before, but they’re going through real life experiences.”

Even if real women seldom resort to smashing another woman in the face with a skateboard after that woman sleeps in the wrong bed.

At the end of the first season, Jax threw down the gauntlet regarding his misgivings about the club. It will be difficult, to say the least, for him to return to any sort of “normal” existence as Season 2 begins.

What will happen next? Sutter, of course, is not saying. And he only tells the actors what they need to know to develop their characters. Whatever is in store, Hunnam has a strong sense it’s going to be fun to watch the story play out.

“As Jax asserts his authority within the club or second guesses Clay – which is coming thick and fast already in the second season – it’s going to be a pretty meaty conflict,” he said. “And the basis for many, many storylines over the course of the next couple seasons.” **HOG**

Season 1 of “Sons of Anarchy” will be available on Blu-ray disc and DVD on August 18, 2009. Season 2 is scheduled to premiere on Tuesday, September 8 at 10PM Eastern on the FX cable network.



To Ride or Not to Ride

As you might expect, being involved in a show like “Sons of Anarchy” has kindled or rekindled an interest in riding among many of the cast. Some have bikes, some are thinking about getting a bike, and others are just enjoying the riding opportunities the work itself presents.

Mark Boone Junior, who plays Bobby, started riding when he was 11. On-screen, he rides a custom hardtail chopper. In real life, he much prefers his 2003 Road Glide.® “For a long time I was afraid of the Road Glide, because of that big fairing. But then I rode one and thought it was the best handling Harley of all.”

Kim Coates, who plays Alex “Tig” Trager, is another one who has a riding background. “I’ve been on a bike my whole life,” he said. “There’s no one here who can ride better than me,” he says. And though he’s smiling, there’s something about the way his intense steel-blue eyes burn right through you that lets you know he’s completely serious. (Tig has my vote for the character you’d least want to mess with. “Tig has issues,” Coates explained.)

As a late addition to the cast, his riding ability didn’t exactly get him the part, but it certainly didn’t hurt. “We brought Kim in [to audition] literally the day before we shot the pilot,” Sutter said, “and he knocked it out of the park. And he could ride a Harley, so he got the job!”

Ron Perlman, who portrays Clay, only just learned to ride for the show, but said he spent a lot of time riding during the recent hiatus. As his comfort level grows, the desire to get his own bike grows, as well. Does his wife (of 33 years) approve?

“That’s a discussion we’ll have when the bike is in the driveway,” he said.

It’s perhaps a bit ironic that Sutter himself, like Jax, is facing something of a choice. He’s always loved to ride and made his first cross-country trip to Los Angeles on a motorcycle years ago. For a while in L.A. he rode a custom Sportster,® which he ultimately sold to help pay for graduate school.

But his home life now pulls him in another direction. He and his wife have a 2-year-old daughter together. Along with her two older children from a previous marriage (not to mention several dogs), he has a lot to come home safely to.

“I’ve been having an argument with my wife about getting another one,” he said.

His wife, by the way, is Katey Sagal – who happens to share certain traits with one Gemma Teller Morrow.

“No,” Sagal said flatly to the motorcycle question, flashing her own inner lioness. “He has three children he’s in charge of. Nothing bad can happen to him.”

But maybe someday, when the kids are older, Sutter allowed. And when that day comes, look for him to be on something dark – and liquid-cooled. Just not on the L.A. freeways.

“I love the f---ing V-Rod,® man,” he said. “It’s an unbelievably sweet machine. But you want to avoid the freeways at all costs – it’s like a death sentence. The drivers out here are awful.”



Mark Boone Junior – **BOBBY**



Kim Coates – **ALEX**



Ron Perlman – **CLAY**

400 MILES WITH THE MISSISSIPPI

RIDING THE GREAT RIVER ROAD

Story and Photography by JOHN SANDBERG



I LIKE LAKES and understand the allure of an ocean. But if I had to pick a favorite body of water, it would be a river. As a motorcyclist, perhaps you can appreciate why. Rivers suggest movement and travel. They are nature's roads. Rivers have a beginning and end, and often a marvelously meandering middle.

Throughout history, rivers were some of the first routes that defined human travel, and I believe that connection is imprinted in our DNA.

Rivers drew people into the interior of this great country, were the basis on which cities were built, and have long struck America's nerve for literary adventure (Mark Twain's *The Adventures of Huckleberry Finn* is a classic example). Yep, I believe there's something about rivers that's uniquely appealing to Americans.

So when my friends Mark, J.T., Matt, and I planned a mid-May two-day ride in our home state of Minnesota, we let this appreciation

of rivers dictate: we'd ride the first 400 miles of the Mississippi River, from its humble beginning in the northwestern portion of the state to the Twin Cities of Minneapolis and St. Paul.

HEADWATERS

Although we spent the first day riding to Park Rapids, Minnesota, the nearest town to the river's headwaters, this story begins at Itasca State Park.

Here, among towering white and red pine, deep inside Minnesota's famous lake country, is where the Mississippi begins its 2,552-mile journey to the Gulf of Mexico. Worthy of a weekend itself, the park offers camping, an historic lodge, a restaurant, and many forms of recreation.

Our goal of reaching the Twin Cities before dark prevented us from spending more time here, so we made one lap around the park on its famed one-way road, walked across the rocks at river's mouth, then rolled onto the Great River Road.

With no worries of missing a turn, we settled into a comfortable pace and just soaked in the northern Minnesota scenery on an overcast morning.

Personally, I believe all river roads are great. But there is an official Great River Road.

Conceived in 1938 as a parkway along the entire Mississippi, the Great River Road is today a network of roads that follow the river through 10 states, and with it river towns big and small, as well as the sights, sounds, and smells of our country's midsection.

Minnesota serves up 575 miles of Great River Road, with both "National Route" and "State Alternate Route" signs along the by-way. The National Route is the official journey, while the State Route offers alternate sections, usually places of interest that are a bit off the beaten path.

Following the route is easy, and we quickly learned to stash the



map and trust the easily identifiable signs. With no worries of missing a turn, we settled into a comfortable pace and just soaked in the northern Minnesota scenery on an overcast morning.

For anyone who has seen the Mississippi from the Twin Cities to the Gulf, the picture in your mind is likely of a wide and slow-moving river. In contrast, for the first 30-or-so miles it's little more than a brook or small stream. I guess that's proof that even the great and famous usually start small.

Bemidji is the first town on the Mississippi and, for us, a brief stop for fuel as we continued deeper into the state's famous northern forests.

For most of the route between Itasca State Park and Grand Rapids, the river is visible only when crossing it, as seldom are there road sections that parallel it. While not the most direct route between river towns, the Great River Road is easily the most scenic and free of other vehicles – we saw fewer than two dozen in the 100 miles between Bemidji and Grand Rapids.

Grand Rapids served as a fuel stop for both bikes and riders. Although there are ample restaurants to choose from here, we opted for a shared lunch of jerky, chips, and assorted goodies while comparing experiences from the first quarter of our journey. Stops like these are perfect, allowing everyone to share the highlights of what plays through our minds during the ride, while stretching our legs for a good 20 minutes.

WATERSHED

During our next tank of fuel, the river took a decidedly different turn, gaining a wider berth as it transitions out of the north woods and into a mixture of lowlands, lake land, and even farmland between Grand Rapids and Brainerd. Here the Great River Road often parallels the Mississippi, offering great sights along the way and the sensation that we were riding with the current. It was also along this stretch that we experienced the Trip's Defining Moment (TDM).

A hallmark of most shared experiences, a TDM is often a challenge, decision, or action that unites the group and, thereafter, is the event everyone talks about when reminiscing about a trip.

Our TDM occurred mid-afternoon, about 15 miles outside of Palisade, after a long stretch during which (we all agreed later)

was a "perfect groove" of pace, scenery, and the first full sunshine of the trip.

Feeling as though everything was right with the world, we were barreling along without a care when the pavement abruptly ended. Ahead of us was a narrow, recently graded gravel road of a length we could only guess, but with the well-understood consequence if anyone were to lose control. Behind us: safety, »

... the Great River Road often parallels the Mississippi, offering great sights along the way and the sensation that we were riding with the current.

Great River Road



the stigma of backtracking, and the nagging notion that we would be taking the easy way out.

After a short discussion, we were unanimous about pressing forward, albeit cautiously. After all, paint can be touched up and chrome cleaned, right?

It proved to be the best decision of the day, as this nifty stretch of alternate Great River Road put us within a few feet of the river's banks and deep into a little-traveled section of the state. The loose gravel required total concentration, and – though there were a few close calls – we emerged in Palisade unscathed and upright, fists pumping the air as though we'd just completed the Baja 1000 on Harleys.® It was our TDM, and we rode emboldened for the remainder of the day.

RAPIDS

Conquering the gravel seemed to cause acceleration for the remainder of the ride. We blew through the Cuyuna Range and Brainerd Lakes areas, enjoying the ride but economizing our time at fuel stops in Aitkin and, 130-or-so miles later, in Clearwater. Contributing to the more focused pace was the fact that, beginning in Brainerd and extending to the Twin Cities, the Mississippi (and the accompanying Great River Road) straightens considerably.

Along this same stretch it becomes apparent that civilization is never far away. Towns gave way to cities that grew in size and frequency the closer we got to our final destination. Compared to the first half of the day, the final 150 miles were less remarkable but still enjoyable.

Rolling into Minneapolis, we'd covered nearly 400 miles and were ready to call it a wrap. We snapped some photos, shared a few final laughs, pointed to the patina of dust covering our bikes as evidence of a hard-won trophy, and shook hands before heading our separate ways.

We'd completed our first river ride as a group and agreed there would be more. Perhaps we'll continue along the Mississippi, maybe even as far as the Gulf. Or we'll pick one of the other many rivers closer to home and ride on the cheap. Either way, we'll ride great river roads. HOG



More on Mississippi

.....
If you're like me, doing a little research prior to a ride adds to my anticipation for a trip. It also helps me frame where I'm going, and, sometimes at least, enhances the experience with historical and/or geographical information.

I found all I needed to know about Minnesota's portion of the Great River Road at www.mnmississippiriver.com. History, maps, photos, and ample background information – it's all here in an easy-to-use format.

For information on the national Great River Road, check out www.experiencemississippiriver.com.



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Ultra

HIGH-PERFORMANCE

Taking the new Ultra to the limit on the Angeles Crest Highway.

By **MIKE ZIMMERMAN**

THE TIMING SEEMED PERFECT. Just a week before I was set to take the new 2010 Harley-Davidson® FLHTK Electra Glide® Ultra Limited model out for a test ride, I got word that the Angeles Crest Highway was again fully operational. One of Southern California's best motorcycle roads, the "Crest" had been closed to through traffic for more than four years.

Less than 20 miles from where I'd be picking up the bike, it seemed the ideal choice for putting this powerful and comfortable new Ultra Limited through its paces. There was just one catch: to get to La Cañada-Flintridge, the highway's southwest point of entry, I'd have to brave the Los Angeles freeway system.

But no worries. I felt solid, secure, and agile on the Ultra Limited. Of course, "comfortable" goes without saying. And the ride got even better once I reached my destination road. It truly proved to be an awesome combination of performance and luxury.

THE ULTRA "PLUS"

As a guy who grew up with a "standard" motorcycle as the ideal in my mind's eye, I never used to think I would appreciate a big fairing-style bike such as a member of the Electra Glide family. I long assumed that it would be too heavy and cumbersome to provide an enjoyable ride. The Sportster® model I had at home seemed much more capable of providing the experience I was looking for.

To say I was surprised, then, when I eventually rode one, would be a gross understatement. I was astonished by how easily the

big bike maneuvered, its low center of gravity helping me "flick" the bike through turns with ease. Meanwhile, the fork-mounted fairing, which shielded me from the wind, was light and easy to maneuver.

A year ago, for the 2009 model year, Harley-Davidson introduced a host of enhancements - not just for the Electra Glide family, but the entire Touring lineup. For 2010, all of these enhancements remain, but one bike in particular - the new Ultra Limited - was taken a few steps further.

This is the Ultra for the rider who wants a little more from their ultimate touring motorcycle. It offers distinctive styling upgrades and comes standard with a variety of premium features to make it "the new kind of Grand American Touring experience."

GETTING THERE

As I eased into traffic on always-crowded I-105, heading to the Crest, I immediately appreciated the extra boost provided by the Twin Cam 103™ engine. The same engine found in the H-D® Police motorcycle lineup, the 103 is standard on the Ultra Limited, providing over 10 percent more torque than the Twin Cam 96™ found on other Touring models. As traffic surged and slowed while I worked my way across town, the extra power came in handy keeping up with the surges and maintaining my "escape zones" on the crowded highway.



When the cars around me slowed suddenly, I was grateful to know that the standard ABS (Anti-Lock Braking System) would help me maintain control in the event of an emergency stopping situation.

Just for kicks, I turned on the standard heated handgrips - full-blast - and within moments my hands were warm. I could sure use these back in Wisconsin, I thought.

Meanwhile, I was once again amazed at how well that bat-wing fairing kept me out of the wind. After riding across L.A. a few times on a windshield-less Fat Boy®, I was relieved to be so well shielded. Not having to think so much about the wind blasting me in the chest helped me concentrate on riding safely. (You robust riders who tour without windshields or fairings, I salute you! I don't know how you do it.)

On a motorcycle, of course, wind can be your best friend or your worst enemy. So when the temperature rose as I rode farther from the ocean and into the foothills of the Angeles National Forest, I was pleased to discover the vented fairing lowers and adjustable wind deflectors (both are standard on all Ultra models). The deflectors can be positioned to provide a cooling upward flow without sacrificing wind protection.

TWIST AND SHOUT

The Angeles Crest Highway (a.k.a. State Highway 2) has a well-deserved reputation for nearly endless twisties and stunning beauty. The meat of it stretches some 66 convoluted miles between La Cañada-Flintridge and the junction with CA 138, past

»

Ultra Limited

Wrightwood. It's no wonder the road is so popular among high-performance enthusiasts - of both the two- and four-wheeled variety.

It's also popular among bicyclists. I'm not sure which was more amazing: watching riders pump their way slowly up the steep hills or fly back down at dizzying speeds. Going up or going down, keep an eye out for these maniacs and their powerful thighs. (Hey, was that Lance Armstrong!?)

Speaking of maniacs, keep a close eye out for sportbike riders - the road is buzzing with them. Let them pass you when they want, and you'll be fine. That said, if your aim is to challenge the twisties and raise your heart rate a little, you'll have no problems with the Ultra Limited as your mount. The Touring frame, completely redesigned for the 2009 model year, only enhances the ability of this nimble new bike to handle the curves with surprising ease.

Just a gentle push on the inside handlebar is all it takes to start the bike turning. Next thing you know, you're carving the twisties with abandon. The smooth-shifting, wide power band provided by the Twin Cam 103™ and the 6-speed Cruise Drive® gear box keeps shifting to a minimum, freeing your mind to concentrate more on hitting your marks and taking the most efficient line through the turns.

This is a bagger! Close your eyes (on second thought, *don't!*) and you'd swear you were riding something much smaller. But then, if you were, you wouldn't be nearly as comfortable as you are on the Limited. Care for a little more volume on your Foo Fighters (or perhaps Bob Seger)? No problem. Handlebar-mounted thumb controls on the premium Harman/Kardon® Advanced Audio System make it easy to crank the tunes on the go.



The Electra Glide Ultra Limited comes equipped with a host of premium standard features, including two-tone paint, 12V outlet, premium saddlebag and Tour-Pak® liners, luggage rack, titanium gauges, and security system.

WIPED OUT

As the result of a severe winter storm, 17 miles of those curves on the upper portion of the highway had been closed since March 2005, making the Crest an up-and-back proposition. But now, riders and sports car enthusiasts (and, I suppose, Lance Armstrong wannabes) are free to incorporate the twisty road as part of a larger loop.

Nonetheless, due to time constraints (I was told my prototype bike would self-destruct if I didn't have it back to the command center by 5PM), I doubled back at Big Pines, a few miles short of CA 138, not long after passing a sign telling me I had climbed to a somewhat surprising elevation of 7,901 feet. As I rode back the way I came, it struck me once again that one of the great things about mountain roads is that they look completely different riding the opposite direction.

On the way back, I stopped at the iconic Newcomb's Ranch Restaurant and Bar, a popular two-wheeled hangout, to rehydrate (be sure to pack some liquid refreshment for your ride as there aren't many places to find it along the way). As expected, even on a weekday afternoon, the place was buzzing with motorcyclists. Given the "classified" nature of my mission, and concerned that my amazingly beautiful bike and its yet-to-be-released two-tone paint scheme might draw unwanted attention, I parked inconspicuously and made my visit a short one.

All in all, it was an amazing ride on an amazing new bike. Of course, the truest test of a touring machine like the Ultra Limited would be a long-distance cross-country haul. Like, say, from Los Angeles to Milwaukee.

Hello, home office? Request permission to cancel my flight home and keep the Ultra Limited out for an extra week or so. No?

Oh, well. It was worth a shot. **HOG**



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Blurring the Lines

Blacked and Blinged 2010 Fat Boy® Lo

The new Fat Boy Lo is a darker, moodier version of the original, as detailed on Page 28. Interesting, then, how a few changes to the new Lo can both sharpen and blur this newfound focus, as this stunning custom clearly illustrates.

More black, in the form of fork lowers, exhaust, and handlebar/controls continue the Lo's theme, while the introduction of select chrome items (engine covers and hardware throughout) swing the opposite direction to reflect the "flash" of the original - and still available - Fat Boy. The bullet spoiler adds an entirely new dimension.

Which once again proves the point: Using Genuine Motor Accessories and Motor Parts, you can take a Harley-Davidson® motorcycle in whatever direction soothes your sensibilities.

To see the complete list of accessories on this and other custom Harley-Davidson® motorcycles, visit www.harley-davidson.com/gallery.



50 50

**One Man's
Quest to Ride
in 50 States
in 50 Days –
to Mark His
50th Year**

Story and Photography by
Dale Strother





On November 9, 2008, as darkness settled over the beautiful east Tennessee hills, I pulled my 2008 105TH Anniversary Edition Harley-Davidson® Road Glide® into my driveway. It had been nearly two months since I had seen my log cabin in the little mountain town of Johnson City or laid eyes on Duchess, my beloved rottweiler.

In that time I had accomplished something special: ridden a Harley®, solo, in all 50 states, covering almost 14,000 miles. Taking off the days I was stranded by snow, I had done it in 50 days.

A pretty good way to celebrate my 50th birthday, wouldn't you say?

GENESIS

THE YEAR 2008 WAS A PIVOTAL ONE FOR ME, a year of highs and lows. My dad, Don, from whom I learned to work hard, focus on my blessings, and love God and country, had been in declining health for some time. When he passed away in February, I had been caring for him for several years. About the same time, I was also blessed with my first grandchild, a sweet little girl named Scarlet. I have two great kids, who are both in college and doing well.

My business was doing okay at the time, and I didn't see any real changes coming. I had turned 50, and while my family has a tendency to live a long time, there was no getting around that time marches on with no promise of tomorrow. I don't see myself ever retiring, so that wasn't a reason to wait. And I'm not the rocking chair type. It felt like the longer I put off doing something like this, the less likely it was to happen. It was a time for reflection, but also time to do something special. It was time to go for it.

The idea for this ride came about a year earlier, when I was having lunch with a friend who knows about my love for great rides – like the two-week tour of Ireland I took in 2005 and a big East Coast loop I did in 2006. He asked what I planned next. I told him I'd soon be 50, there were about 10 states I hadn't visited yet, and I wanted to do a ride that somehow tied them together. Between bites he mumbled something like, "Yeah, 50 states for 50 years." In that moment everything became clear. I knew exactly what I wanted to do.

I had plenty of time to plan, but I didn't do much. My approach would be to move quickly through areas where I had already been, then slow down and spend time in the "new" places. I got a U.S. map and spent a couple hours working out

Top left: Journey's end, with my Hog and my dog. Bottom left: Musicians in Harpers Ferry, West Virginia. Bottom right: View of the famous New River Gorge Bridge in West Virginia's Hawks Nest State Park. Right: Sunset on the high plains of southern Idaho.



a basic route that would take me around the country in a counter-clockwise direction through all 50 states. I planned to stay off the interstates as much as possible, and I made just one hotel reservation: for the first night in Charleston, West Virginia. This trip was about seeing the country, and I wanted to remain as flexible as I could. You've got to leave space for the happy accidents.

ROOM AT THE INN

MY GOAL FOR THE SECOND DAY was to reach Harpers Ferry, West Virginia, but I took the long way there so I could see the New River Gorge. When darkness fell, I still had well over 100 miles to go on a starless, cold September night. My headlights kept reflecting the shining eyes of deer, stalking me from the side of the road. I motored on for a while but finally decided the wise thing to do was stop at the next hotel. Eventually I came upon a little white house with a sign for the Mt. Storm Cottage Inn in the front yard. I slowed down and saw a row of six old-fashioned motor court-style rooms out back. There was also a group of people sitting around a fire pit, so I turned in. »

50 States in 50 Days

The proprietor was a big guy with a big smile, and I asked if there was anything open. He said the next town about 40 miles down the road would have plenty of rooms. I replied I really didn't want to go any further if he had anything at all. One guy had just checked out, he said, and if I didn't mind he could quickly change the sheets and towels. I asked how much, he said \$40, so I got off the bike and joined them by the fire. A pizza had just been delivered, and I asked about ordering another one. They said it would take an hour, but I was welcome to some of theirs. Another guy opened a cooler and asked if I wanted a beer, which I was glad to have.

I am a son of the South, and always travel with my Bible and a bottle of Gentleman Jack. I put my bottle on the table and invited them to help themselves. Six other people were staying there; a hard-working, good-natured bunch. We sat and talked into the night. Paige told stories, the workers told stories, and I told stories. Paige, the proprietor, had been a union carpenter working in the Baltimore area for most of his career. He had come home for a visit, and found the little house and hotel for sale. He decided to take early retirement and give inn-keeping a shot. It had worked out well as the state had a big road project starting up nearby and the workers needed rooms. Shortly after he bought the place, one of the construction companies came by and took every room for the foreseeable future. My room was only available that night because one guy checked out late and someone else wouldn't come in till the next day. Like I said, happy accidents.

After a while, Paige grinned real big and said, "I'll be right back." He lumbered across the yard to his house and came back carrying a large, nondescript dark-green bottle, and a dozen Dixie cups. "Y'all got to try this shit," he said. Still a working carpenter, a customer recently tipped him with a bottle of homemade chokecherry wine. Around midnight, the highway workers called it a night. But Paige, his girlfriend, and I sat out there for another hour talking about life and drinking homemade wine. It was only my second night on the road and the fun had already begun.



Whether historic figures, man-made monuments, or natural wonders, America is a land of giants.



REVELATIONS

ABOUT A MONTH LATER, the Black Hills of South Dakota served up another happy accident. I saw the Badlands, Mount Rushmore, Custer State Park, and the Crazy Horse Memorial before riding south to Nebraska to check it off my list. I enjoyed a lot of wonderful curvy motorcycle roads on this trip, but the ride from Rapid City to Nebraska and back wasn't one of them. One of the straightest roads in the country, I swear there were times when it seemed like I was riding on a treadmill because the scenery never changed. As I was heading back toward Rapid City, snow began to fall.



I'd never been to Sturgis so the next day I headed that way. People tend to think of Sturgis jammed with people, but when I got there on October 11 there was almost no one around. It was cold, gray, and spitting snow, and I didn't see a single other motorcycle. I rode around town, picked up a couple souvenirs, and was about to head off for Spearfish Canyon when I decided to have a burger.

I went into the Knuckle Bar and found a seat next to the pool tables. A guy and two girls were shooting a game, and the guy was sort of fumbling with a cigar. I occasionally enjoy a good smoke so I asked if I could be of assistance. He said he'd bought the cigar at the bar, but they didn't have a cutter. I told him I had one outside if he wouldn't mind me joining them. He smiled and said that would be great.

The guy's name was Paul, and he was a pipeline welder. The

girls were Darbi and Tina, true Sturgis locals. Again, this was a really crappy day: sort of rainy, sort of snowy, and not good for sightseeing. I couldn't think of anything better than hanging out in a warm place with some new friends, smoking a cigar, having a burger, and staying out of the weather. Paul, Tina, and Darbi were great hosts, so I ended up spending the whole afternoon and evening with them. We went to a couple other places and then came back to the Knuckle that evening. Other friends of theirs came and went, and they introduced me like I was a long-lost friend. I had been on the road for close to a month at that point and was a little lonely. They were just the right people at



Chasing my shadow in northwest New Mexico.

just the right time in just the right place. They showed me true Western hospitality, and I can understand how Sturgis became so popular with folks like them around. They made the snow delay completely worthwhile.

GRAND CREATION

ALASKA WAS ONE OF THE STATES I had not seen, and I wanted to spend some time there. Before leaving, a quick look at the map told me I wouldn't have time to experience Alaska. It's too big and too far away to do justice on this trip, so I decided to save that for another time. This trip I would have to be satisfied spending a couple days there, to see what I could and check it off the list. Those days were still great.

I originally planned to float to Alaska (Ketchikan or Juneau) from Bellingham, Washington on the Alaskan Marine Highway, a ferry system run by the state. However, because of the snow delay in South Dakota, I missed my chance; it only runs once a week. Instead I flew to Anchorage, where I rented a Fat Boy® from House of Harley-Davidson.

One problem with seeing Alaska is getting anywhere. Don't misunderstand me, the roads are very good. The problem is the scenery. You cannot make very good progress when you want to stop every mile or two to take another picture. I did make it from Anchorage to Seward the first day, and then I rode north through Wasilla toward Denali on the second. The landscapes defy description. About this time I sent a note home asking people to please send me adjectives because I was running out of them. I didn't see that much of Alaska,

but I saw enough to know the next time I want to take a couple weeks or a month for that state alone. "Big" just doesn't do that place justice.

The Grand Canyon was another spot I had never been to, so I spent a couple days there. Sunset on my last evening seemed like an appropriate time to enjoy another one of the cigars I brought along for special occasions. Not wanting to annoy anyone with the smoke, I walked up the Rim Trail about a quarter mile when I came upon two guys sitting on a bench, motorcycle helmets at their feet, smoking cigars. I asked if this was the motorcycle-rider-cigar-smoker bench. They grinned and invited me to join them. We had a good time sitting and talking. As we watched the sun go down together, I told them my story and they told me theirs.

They were BMW riders out of Denver, and there were four of them, in a manner of speaking. Of the two who weren't there, one had a serious health problem. In almost no time he had gone from a strong, healthy man to one who needed a motorized wheelchair. They didn't come right out and say so, but it sounded like it would probably get worse very soon. I met him, and he had a great spirit, in part I'm sure because these three friends were determined to make this time as enjoyable as they could. Earlier in the year they had taken him to the NASCAR night race at Bristol Motor Speedway, which coincidentally is very close to my home. On this occasion, at the Grand Canyon, they arranged for his family to bring him. He thought it was only going to be a family outing, but when he got there he found his three best friends had lined up some special stuff, including a helicopter tour of the canyon.

It was like they were running their own Make-A-Wish Foundation of sorts. After sunset, they invited me to go back to the restaurant and bar in the El Tovar Hotel. We had a great evening together and have remained in contact. I'll be heading out to Denver to see them again in the fall.

There were more amazing discoveries on this trip than I could count, but a couple stand out. I'm from the heart of the Appalachian Mountains, and I grew up riding Skyline Drive, Blue Ridge Parkway, Tail of the Dragon, and many others that are just as scenic and curvy, but known only to locals. There are lots of great twisties in the U.S., but if I had to nominate one as "best of," it would be a stretch of road near Porterville, California.

I had ridden over from Death Valley to see the giant redwoods, and I wanted to get to L.A. that evening, if possible, so I looked for a route that appeared to be the most direct. Was I in for a surprise! North of Bakersfield is the small town of Porterville, and there is a road labeled 190 that runs northeast toward the redwoods and a little dot on the map called Camp Nelson. This road rises from 2,000 feet to more than 8,000 feet and is maybe 40 miles long. In that entire stretch, there isn't one 100-foot section that doesn't include a hard right or hard left. It wore me out, and I like these kinds of roads. The only problem is that the scenery is as great as the road, and you cannot enjoy it unless you stop. I promise, if you take your eyes off the road to enjoy the view, you will become part of the view by running into a bank or shooting off a 1,000-foot cliff!

FINAL CHAPTER

THROUGHOUT THE WHOLE TRIP I kept waiting for the day when I would know for sure that I was going to reach my goal of riding in all 50 states. I left L.A. for Hawaii without a rental bike lined up and knowing that the weather forecast was not good. The next day there was enough of a break in rain for me to get in a ride on a bike from Cycle City Harley-Davidson in



Above: The Byodo-In Buddhist Temple in the Valley of the Temples near Kaneohe, Hawaii. Below, left to right: From Bar Harbor, Maine to Kernville, California, the "good old days" are alive and well in small towns all over America.

Honolulu. When I turned that bike in, I finally believed I was going to succeed. A day or two later I would return to California, and the only states left were the ones between me and my house. If I made it home, I would achieve my goal.

In about 50 days I saw the highest mountain (McKinley), the lowest point (Death Valley), the biggest hole (Grand Canyon), and some of the oldest and largest living things on earth (the giant redwoods). I saw the sun rise over the Atlantic Ocean and Monument Valley – and set over the Pacific Ocean, the Grand Canyon, and the Blue Ridge Mountains. I crossed the north end of the Mississippi, where you can wade across it, and later the south end, where it's more than a mile wide. I saw Lake Michigan from Chicago; the Gulf of Alaska from Seward; and the Gulf of Mexico from Mobile, Alabama. I even found myself "standin' on a corner in Winslow, Arizona."

I ate clam chowder in Boston, "lobsta" in Bar Harbor, maple syrup in Vermont, Rocky Mountain Oysters in Wyoming, salmon in Seattle, crab in Alaska, and pushcart hot dogs on Venice Beach. I feasted on steak in Oklahoma, catfish in Arkansas, pecan pie in Alabama, and country ham in my own sweet home of Tennessee. I spent a couple of wonderful days with my sweetheart in New England, then went weeks without ever seeing a familiar face. Yet I never met someone who wasn't friendly or helpful. I spent time in all 50 states, three Canadian provinces, and looked over into Mexico. The funny thing is I didn't even scratch the surface of the wonderful places to go, amazing things to see, or interesting people to meet in these United States of America.

This is a magnificent country, and Harley-Davidson makes a magnificent machine. Whether you're riding across the city, state, or country, pick someplace you haven't been before and get out there. You'll never regret it – or forget it. **HOG**



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REV IT UP

My love started back in 1992, when a guy named "Big Daddy" let me ride his FLT – the bike I cut my teeth on and discovered what the Harley-Davidson® experience is all about: the sound, the feel of the bike ... the respect I got when I was on it.

Over the next seven years, I saved so I could buy my own Harley,® and in 1999

I walked into Suburban H-D and left as the owner of a brand-new Fat Boy.®

I customized it. A few years later, I decided I wanted a bagger, so I bought a 2003 100th Anniversary Road Glide® Customized *that ...* and I mean not a single thing on these bikes remained stock! In 2006, I ordered a Black Pearl 2007 Road Glide,

which is the bike I'm on now. As soon as I got it home, my wife – and I don't blame her for this because she *knew* – said, "Here we go again!"

REV. CHARLES WATSON, SR.

OAK CREEK, WISCONSIN





WEDDED BLISS

My husband and I have owned our 1951 Panhead for more than 35 years. This picture is from our biker wedding – the Panhead was our “limo.” Originally, the shifter was on the tank, but we changed it. Not everyone can handle a Panhead with a suicide shift! The bike has seen a lot of miles and never let us down; only my husband and his brother work on it. Our “secret” to keeping it running so well is to always go over it when we return home from a ride.

PAT AND “WILD BILL” GISSEL
McADOO, PENNSYLVANIA



THAT’S MY GIRL

I’ve been riding Harleys since 1972 and am true to the brand, even here in the United Arab Emirates, where I’m working for a military contractor. After my wife, Heike, gave up horses and got her motorcycle endorsement in West Virginia, she purchased a “crotch rocket.” Then, as fate would have it, she joined me in the UAE for a few months. Here she couldn’t find another sport bike to fit her and had to come to the dark side of biking with a 2009 1200 Nightster.® She has since ridden more than 9,150 kilometers (5,720 miles) in less than three months – and that’s only on the weekends!

JOEY SHUMATE
BOLT, WEST VIRGINIA/ABU DHABI, UAE



STARTING BIG

In April 2008, just six months after getting my Road King,® I saddled up and left Southern California for Virginia to visit my son. In the absolute worst weather conditions, a fellow H.O.G.® member and I traveled 6,187 miles in 18 days! I left as a beginner rider and returned an experienced one – wow! I even cried (twice) because I was so fatigued and tired of the rain and wind. However, when someone asked me if I would do it again, I said, “You bet! When do we leave?!”

NADINE GOUVEIA
PORT HUENEME, CALIFORNIA

DRAGON SLAYER

Here I am on the Tail of the Dragon in Tapoco, North Carolina (Deals Gap) on my 2007 Road Glide. I had been there before on the 2001 Road Glide, but it was time to “earn my dragons” on the 2007 model. Lots of floorboard sharpening. For such a big bike, the Road Glide handles extremely well and is predictable in the turns (I keep the air shocks between 22-24 psi). It’s so comfortable on the interstate yet enjoys being pushed on the twisties.

CHRIS RUFF
CALERA, ALABAMA



MUSEUM PIECE

I bought my 2009 Ultra Classic® in October 2008. In May, I took a road trip to the Harley-Davidson® Museum in Milwaukee. I traveled more than 1,500 miles and confirmed this is the best bike I’ve ever owned. In seven months, I’ve put more than 7,500 miles on it, with no stopping in sight. Because it’s more than just a machine, it’s a way of life.

BILL LANGE
LE MARS, IOWA



RELAXATION TECHNIQUE

When I was elected County Commissioner in La Plata County, Colorado (Durango is the county seat) in 2004, I realized I would need a way to relax from the daily stress of public office. In 2005, I purchased a 2005 Super Glide® with a Stage I kit, race tuner, adjustable forks, etc., so I could cruise the San Juan Skyway in style and comfort. This picture was taken on top of Molas Pass (10,910 feet) between Durango and Silverton. Believe me, these rides are the best stress relief available.

WALLY WHITE
DURANGO, COLORADO





GOING POSTAL

Each year my son, Kyle, and I spend a long weekend together on our Harleys. This past fall we rode the Texas Hill Country. We especially enjoy riding the “Three Sisters,” highways 335, 336, and 337, from Bandera to Camp Wood and the Leakey area. My wife says we’re “making memories on our Harleys.” I say we’re just hanging out! This picture was taken at the Luckenbach, Texas post office with me on my 2008 Road King® CVO™ and Kyle on his 2007 Dyna® CVO.

MIKE HAYDEN
HOUSTON, TEXAS



THE ROAD TO BUHL

Thirty years ago I took a trip across America on my 1966 Shovelhead. I packed a bedroll, three changes of clothes, and \$250. Several weeks later I returned home with about \$5 still in my pocket. I said then that I wanted to someday make a similar trip, but without money being a constraint. In 2008 I finally followed through, this time on my 2007 Dyna Super Glide. Turning several customer visits into a dream ride, I called it “The Road to Buhl – the Ultimate Business Trip.” This picture was taken next to Gunnison Lake in Colorado. Not bad for “work,” huh?

JERRY BLACK
ROYSTON, GEORGIA



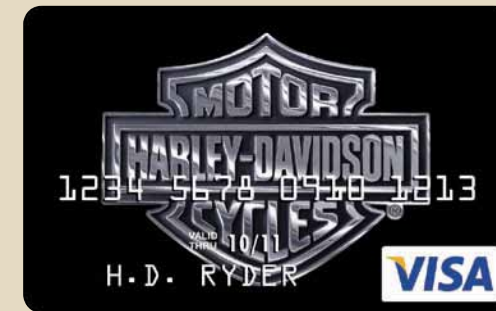
DISCOVERING GOLD

On our way back from Reno, about 20 miles south of Lone Pine, California, along a stretch of Highway 395, Jim and I pulled our Harleys off the road to put on warmer clothes. As we were ready to pull away, I felt something jump on the back seat of my bike. I turned around, and, to my surprise, straddled across the back seat was this young golden-haired beauty. After some laughs, and a paw/handshake, I gently lifted her off, set her by the side of the road, and Jim and I headed for home. That was a few weeks ago, and I’ve been looking for an excuse to take the car and see if she’s still there waiting for me to “rescue” her.

DENNIS COGGINS
MURRIETA, CALIFORNIA

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'51 SIDECAR, 51 YEARS LATER

I just had the restoration finished on my dad's 1947 Harley and 1951 sidecar. He bought the bike in 1949, and the hack in '52 or '53. The restoration process itself was a long and drawn-out ordeal, but thanks to my wife's urging I finally sought the help of some professionals who do that kind of work. Thickheaded as I am, it took me 10 years to get that I couldn't do it alone. Thank heaven I finally listened to her.

The bike originally appeared in the January 1958 edition of *Enthusiast*.® It was an article from a ride we'd taken in September 1957. The article was called "Oregon Harley-Davidson Dealers Sponsor Fall Rider Tour." There's a nice group picture on the cover, and then the first full four pages inside are devoted to the ride. The best one is a picture of my dad and sister on the bike, and me in the sidecar. I have the shirt Dad's wearing and all three helmets hanging on the wall in the garage next to the bike.

I'm having a blast riding it; I wish Dad were still alive to see her. He passed away in March 2006, but I feel him right there with me in the sidecar every time I take her out for a spin. I think he'd be really proud of how she turned out.

DENNY McLAIN
SURPRISE, ARIZONA



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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.



Road Tech™ zūmo 660 GPS Navigator Freed to Ride the Road Less Traveled

BY JOHN SANDBERG

Have you gotten along fine your entire life using printed maps? Me too. Never used a GPS before or felt the need to? Me either ... until a few months ago.

Harley-Davidson® Genuine Motor Accessories just released its latest GPS model, the Road Tech zūmo 660. Like the Road Tech zūmo 550, it's built by Garmin® and offers extra moto-friendly features like an H-D dealership database and the option of either a fairing mount kit for dressers or a handlebar mount kit for other H-D® models.

The waterproof zūmo 660 offers a wide, glove-friendly 4.3-inch touch screen that's bright and sunlight-readable. It comes pre-loaded with City Navigator® NT street maps, motels, restaurants, fuel, ATMs, hospitals, and most commercial establishments. It also features an MP3 player, Bluetooth compatibility, and dozens of other nifty use features that are better understood by checking it out on www.harley-davidson.com.

Here are some thoughts after using 21st Century navigation for a few weeks:

- The zūmo is intuitive and easy to use, without reading the directions - for even the most technologically challenged.
- The breadth of pre-loaded information - beyond the obvious stuff, I've used it to locate everything from bookstores to schools.
- 3-D mapview - lets me "see" nearby geography that I wouldn't have known about, such as lakes and parks.
- I've twice used it to bypass a freeway traffic jam by exiting onto unfamiliar roads and letting it guide me home, which I wouldn't have tried without the zūmo.
- The distance/time-to-destination feature is addictive.
- The automobile mount is handy when you're not on a motorcycle.
- It always gets me where I want to go.
- GPS units don't always give the most direct route to a destination; rather they seem to suggest the most direct route using the most traveled roads.
- They indicate county roads by their name instead of their number ("Fairlawn Ave" instead of "C.R. 81").
- Using GPS adds a couple minutes of prep time before each ride.
- When you intentionally veer off a prescribed route, they first try to get you back on that route rather than resetting to a new route.

Bottom Line

Contrary to my anti-tech tendencies, the zūmo doesn't distract my riding freedom and adventure. Instead, it amplifies it.

Seeing all available road options actually encourages me to take a flier on something different, especially when riding to someplace I've already been. Knowing that I will arrive at a destination adds a confidence to try something different. I'm truly never lost.

And, when I want total freedom from technology, I simply turn it off.

Tune In to Turn On

Harley® riders who want inside-the-helmet audio - whether it's music, voice commands from a zūmo GPS, or even a cell phone - have two options.

For those who want wireless, the accessory Road Tech Bluetooth® 2.0 Helmet System (P/N: 98272-09VM, \$200) delivers high-quality stereo sound from an MP3 player, zūmo GPS system, and compatible cell phones. It works with all helmet styles for hassle-free, wireless audio.

For riders who want to plug in, the Boom! Audio™ Music Headset (P/N 76569-09, \$79.95 for half helmets or P/N 76530-07, \$99.95 for full helmets) places high-quality speakers next to your ears for plug-and-play compatibility with the XM® Satellite Radio, zūmo GPS, and other electronic devices with a 1/8-inch stereo mini-jack output.

No matter which system you choose, it means music to your ears.



The difference between riding a
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Harley-Davidson® recommends premium fuel in its motorcycles. And Nitrogen Enriched Shell V-Power® premium gasoline is the most advanced fuel Shell has ever developed, providing maximum protection for optimum performance. All three grades of Shell gasoline contain our exclusive Nitrogen Enriched cleaning system, which seeks and destroys engine gunk. Take one road and add one tank of Shell V-Power®, and experience for yourself the power of the V. **Get the most out of every drop.**

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

Every Jacket Tells a Story

At first glance, it's just a cool, old leather jacket. To curious visitors at the Harley-Davidson Museum,® Alex Mostrous's "Black Panther" club jacket helps tell the story of a time when the reality and stereotype of motorcycle clubs had to compete.



ALEX AND AUDREY MOSTROUS celebrated their 54th wedding anniversary on June 3, 2009.

locals cast a suspicious eye on them thanks to the overhyped Hollister, California rally of 1947 and later, the movie "The Wild One."

The Black Panther Motorcycle Club rode out of South Milwaukee, Wisconsin. Most often, they hung out, got a bite to eat, and caught the occasional biker flick. They also held gypsy tours and treasure hunt rides, and never forgot to raise money for community charities. But some

It was through the Black Panthers that Alex Mostrous fell in love with riding and the club culture. Alex's friend Merle Webb was the club's president. In 1953, Merle convinced 16-year-old Alex to purchase a used 1952 Harley-Davidson® FLF, learn to ride, and join the Panthers. "They were just fun, nice people," Alex says today.

As much as he loved the bike, the more important object of his affection at West Division High School was a girl named Audrey. The daughter of Greek and Albanian immigrants, Audrey's parents didn't want her dating a biker. Alex distinctly remembers her father telling him, "You'll never get her from me."

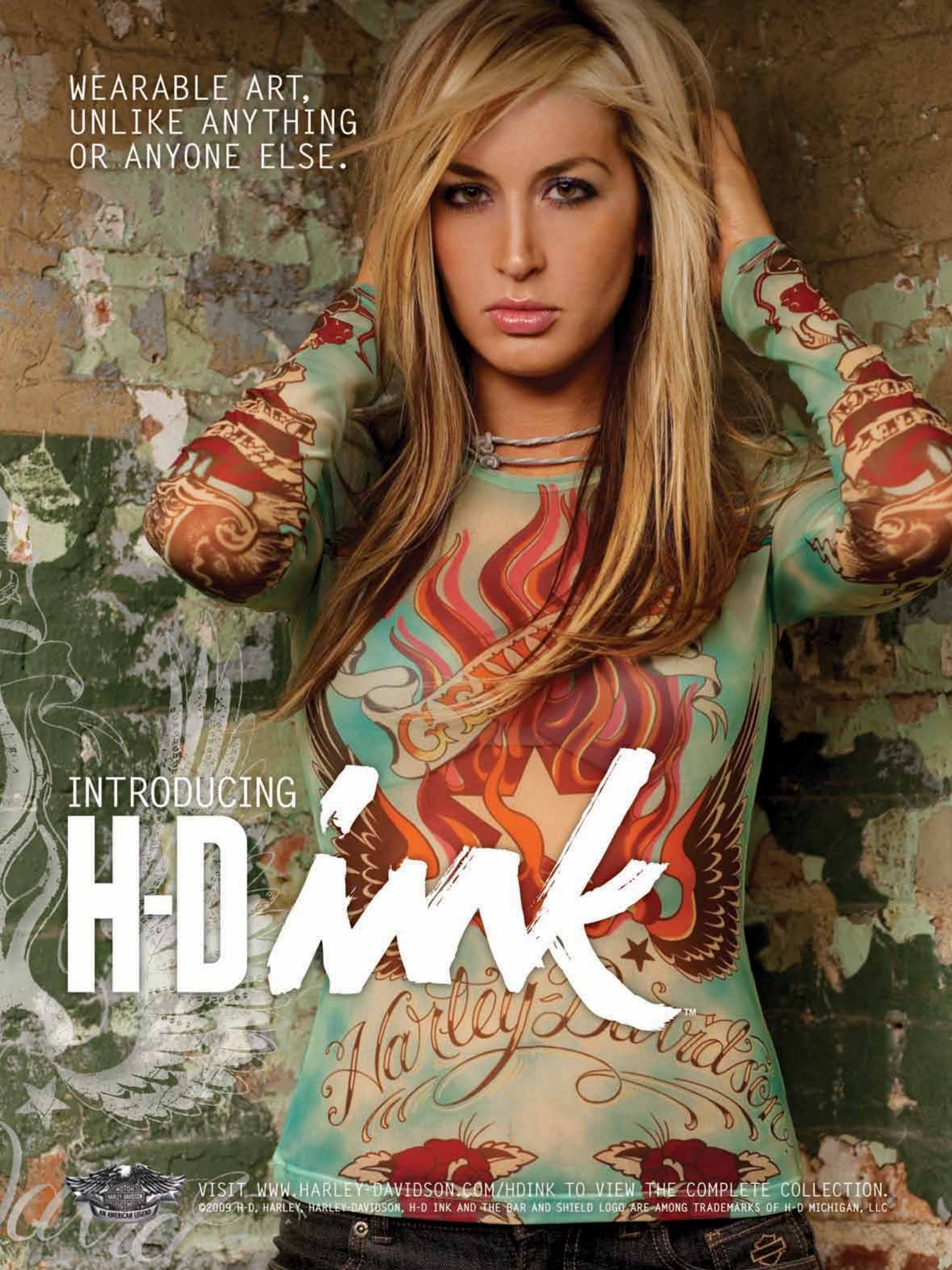
But true love prevailed. On a spring evening in 1955, Alex met Audrey on his FLF and told her, "Get on." They eloped by way of a wedding at the Dreamland Motel, attended by members of the Black Panthers, who prepared a special wedding outfit for Audrey, with toreador pants and a yellow blouse.

Alex – blissfully unaware it would one day become, quite literally, a museum piece – wore his club jacket.

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

Photograph, far left: Alex Mostrous Jr.

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Hot Enough for Ya?

BY BENNY SUGGS

You know one thing I love about H.O.G.[®] members? That they never seem to let a little heat get in the way of doing what they love best: riding their Harleys[®] and having the time of their lives.

In July, I arrived in Oklahoma City for CLUB H.O.G. OKC only to be greeted by a brutal heat wave. I have to admit, with the daytime temperatures above 100 degrees, I wondered if rally participation would be affected. Would the heat keep on-site registrations low?

Shows what I know! More than 1,500 people showed up for on-site registration, helping make the event a huge success (as usual).

And then, two days later, Million Mile Monday (MMM) provided more great stories about members braving the heat to ride. "Ron," in a comment on the MMM blog, wrote: "It was 113 degrees in Fresno, CA but we still pulled off 115 miles. ... All in all it was a great day!"

Thanks to the efforts of Ron and thousands of other highly enthusiastic members, Million Mile Monday was again a big success. Sure, we fell a little short of our stated goal of 5,000,000 miles, but with 4,373,937 miles officially logged around the world, we exceeded last year's total by more than 45 percent!

The real point I'm trying to make here, of course, has little to do with the temperature. It's that I'm continually amazed at the loyalty and dedication of H.O.G. members.

Fact is, we're in a tough economy right now. A lot of people are hurtin'. And it would be completely understandable if we were to see H.O.G. enthusiasm taper off just a little. Instead, there's every reason to believe that H.O.G. is strong as ever. Million Mile Monday and CLUB H.O.G. OKC are just two examples.

Check this out: In 2009 we had record participation for our training programs, which include Primary Officer Training (P.O.T.) and H.O.G. Rally Coordinator Training (H.R.C.T.). Meanwhile, as I write, state H.O.G. rally attendance is up about four percent from last year. Not bad for the middle of the "Great Recession"!



We've also gotten great reaction so far to the new *HOC*[®] magazine. The only consistent complaint we've received is that you want to see it more often. And I don't blame you for wanting more of a good thing. But please notice that the magazine you hold in your hands checks in at a whopping 76 pages. And increasing the frequency is something we're looking very hard at doing in the future.

Even the Motor Company's new President and CEO, Keith Wandell, has noticed the heat generated by H.O.G. members. His first official day on the job was May 1, and he spent it with hundreds of H.O.G. members and staff at a P.O.T. session in Orlando. Eight weeks later he joined us at CLUB H.O.G. OKC - and couldn't get over how many people braved the high temperatures to celebrate H.O.G. and Harley-Davidson. He was even more impressed when he learned how many *volunteers* are involved in making events like that happen. He said, "Benny, do you have any idea what other companies would give for this kind of loyalty and enthusiasm?"

And I said, "Yes, sir, I believe I do. A *lot*!"

But you can't buy what we have; you have to earn it. And work to *deserve* it. That's why

I report to work every day asking myself, "What can I do today to keep the trust, respect, and loyalty of the members the H.O.G. staff and I serve?" It's a responsibility I take very seriously.

In the Navy, we had an expression that's still one of my favorites. Ask me sometime what it means, and I'll be happy to explain. (Hint: the second word stands for "hot.") But for now, please take it as a sign of respect and affection when I say this in closing:

You people are absolutely *Sierra Hotel*! And I'm continually honored to lead this amazing group of dedicated Harley riders.

.....
Benny Suggs is General Manager, H.O.G./Rider Services; a life member of Harley Owners Group;[®] and a retired U.S. Navy Rear Admiral.

WE RIDE FREE

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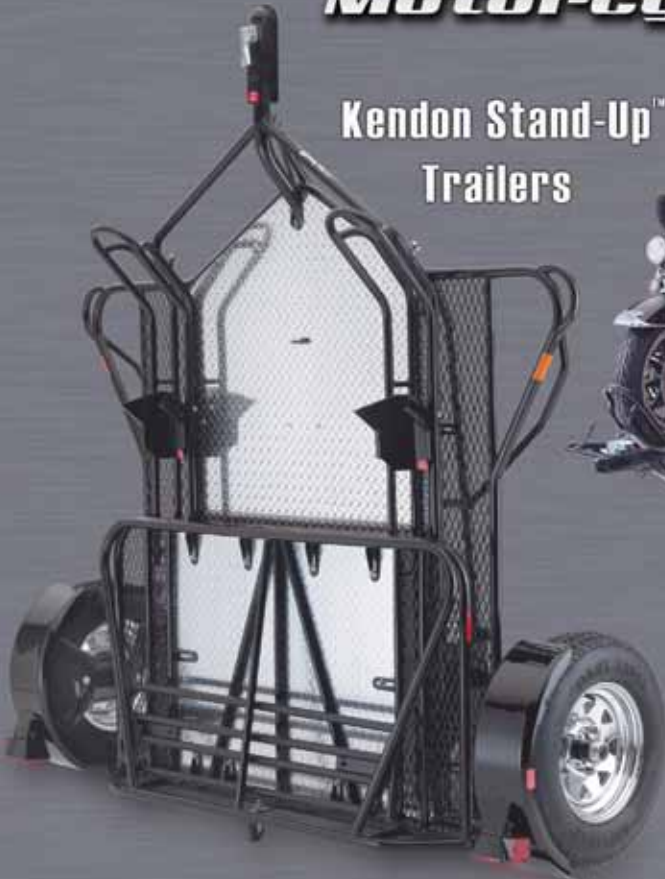
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