

H
O
G



FOR THE HARLEY-DAVIDSON® ENTHUSIAST SINCE 1916

C
U
S
T
O
M
V
E
H
I
C
L
E
O
B
S
E
R
V
A
T
I
O
N
S

S
U
P
E
R
N
A
T
U
R
A
L
S
E
D
O
N
A

B
R
O
T
H
E
R
S
B
Y
T
H
E
B
A
Y

0
0
4



\$4,999^{us}

004

CUSTOM VEHICLE OBSERVATIONS SUPERNATURAL SEDONA BROTHERS BY THE BAY



**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.





26



48



40

Features

26 Custom Vehicle Observations

Four stunning new factory customs for 2010.

32 Super Natural

Magical, mystical Sedona, Arizona.

40 Something to Talk About

Can two days on two wheels close a lifelong gap?

48 Rock 'n' Road

Hanging out with Foo Fighters' Dave Grohl.

TWO-WHEELER Benny Suggs, General Manager, H.O.G.[®]/Rider Services, makes a monster truck-sized entrance at the inaugural Michigan State H.O.G. Rally in Lansing, Michigan, August 27-29. "That's the most fun I've ever had as a passenger," Suggs later said. "But next time, I drive."

Departments

10 Editor

12 Intake

14 The Word

18 Spotlight

20 Next Ride

22 Get Going

24 Between the Lines

38 Custom Shop

54 Enthusiasts

62 Gear

64 Archives

66 Exhaust



High Calibre Pinstripes

AT CALIBRE, paint supplier for Harley-Davidson Custom Vehicle Operations™ (CVO™), Terri Miller expertly applies pinstripes to a 2010 CVO™ Ultra Classic® Electra Glide® front fender. This hand painting is the final step in a process that results in the spectacular signature paint schemes that help define the CVO family of motorcycles. At the company's plant near Milwaukee, artisans like Miller use an array of proprietary techniques and processes – starting with bare sheet metal and fiberglass – to transform tanks, fenders, fairings, and saddlebags into individually crafted works of art.



Backing It In (To The Hall of Fame)

FROM 1988 TO 1998, nobody was better on the flat tracks of America than Harley-Davidson's own Scott Parker. It can easily be argued that no one has ever dominated the sport the way Parker did. If not for a freak accident late in the 1992 season (which affected his performance in 1993, as well), Parker may well have won 11 straight AMA Grand National Championships. As it is, he won a record nine, including five consecutive (also a record) from 1994-98. During that stretch he won a mind-boggling 39 national races.

Parker's dominance was most keenly felt on the mile tracks, where he took 55 of his 94 AMA national race wins (again ... a record). During his unforgettable 22-year career, he won the AMA Professional Athlete of the Year award three times.

Such numbers cannot be ignored, even outside motorcycle racing circles. And so it's fitting that on August 12, 2009, Parker was inducted into the Motorsports Hall of Fame of America. There he joins such two- and four-wheeled racing luminaries as Rick Mears, A.J. Foyt, Richard Petty, Kenny Roberts, "Big Daddy" Don Garlits, and many others, including his former teammate and rival Jay Springsteen.

Congratulations, Scotty, on a great honor and a great career.



Pulp Non-Fiction



A COUPLE WEEKS AGO I had a chance to ride a brand-new 2010 CVO™ Street Glide® straight north about 200 miles from Milwaukee to Quinnesec, Michigan to tour the plant that makes the paper *HOG*® magazine is printed on. It was a great late-summer ride, made all the better by my choice of bike. The only time I briefly regretted taking the CVO was during the last nine miles of gravel road.

The trip to Verso's Quinnesec paper mill was my first, despite having been in the newspaper and magazine business for 18 years, and it was fascinating. All I knew about paper before the trip was that wood is the main ingredient, and I always wondered how a log is turned into a sheet of paper. Now I know.

The Quinnesec mill is housed in two of the largest, hottest buildings I've ever been in. One contains the equipment used to turn trees into pulp. The other contains the machine that turns the liquefied pulp into 40-ton rolls of finished paper. Those rolls are sent to machines that trim and respool them into smaller rolls before being wrapped and sent to printing plants by truck or rail.

This particular mill - one of largest and most sophisticated of its kind in North America - is capable of producing about 385,000 tons of paper of various grades and sizes a year. To put that into perspective, the entire annual print run of nearly five million copies of *HOG* magazine requires about 1,000 tons of paper, so the Quinnesec mill could manufacture all the paper we use in a year in less than a day.

Why should you care about the paper a magazine is printed on? Because the permanence of paper is arguably the single most important thing that separates a magazine from the various forms of electronic communication that inundate us daily, and the tactile, tangible feeling a magazine provides is directly tied to the quality of paper it's printed on. Paper is also one of the biggest costs of producing a magazine like *HOG*, so it's important to have a strong relationship with a quality paper producer like Verso to ensure we continue to deliver you a consistently high-quality magazine.

Paper making is a resource-intensive process that has endured its share of ups and downs in recent years. It's a tough business that has seen hard times, like many other labor- and capital-driven manufacturing industries. So I'm proud we're able to make a small contribution supporting an American owned and operated plant like Quinnesec. To visit it on an iconic piece of American iron seemed only fitting. Rock chips and all.

Matt King



copyright 2009 H-D
ON THE COVER: On the road with the 2010 CVO™ Street Glide®

General Manager, Harley Owners Group®
Benny Suggs

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*.

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

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

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

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

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

To advertise in *HOG*, e-mail John Sandberg at jsandberg@integraonline.com.

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

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

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



This year, give the gift of a Harley Owners Group® membership to your favorite rider or passenger. Whether it's a full or associate membership, a new membership, or a renewal, there's no better way to fill their year with freedom and adventure. Harley Owners Group offers a wide variety of ways to make the most of the Harley® experience, including national, state, and local events; riding programs like the ABCs of Touring contest and Mileage Program; the peace of mind of Roadside Assistance; and much more.

No long lines. No shoddy gift wrap. Just the best gift they'll ever receive. To buy a gift membership, log on to members.hog.com or call **1-800-CLUBHOG** (1-800-258-2464).

In Canada, log on, or call 1-800-668-4836 or 905-660-3500.

You have shown that HOG® is not just a glitzy platform for Harley-Davidson ...

BOB GOTTLIEB CANOGA PARK, CALIFORNIA

COVER GLIDE

You can imagine my pleasant surprise when I opened my mailbox, and there on the front cover of the new HOG magazine was the bike I purchased less than a week earlier!

When I saw the black FXDWG, it took me back 10 years to Sturgis 1999, where two 2000 Deuce™ models were previewed – one silver and one black. I purchased my black Deuce in December 1999. Seeing the Wide Glide® on the dealership floor for the first time rekindled all those same feelings, so I made a deposit that day. I have a couple hundred miles on the new baby, and have washed and polished it twice already! I'm looking forward to completing the break-in miles and many future jaunts.

DAVID SIMONS
PALM BAY, FLORIDA

UTTER CHAOS

Why give pages in HOG to a phony Hollywood show depicting the worst side of humanity, acted by mostly non-rider Hollywood types!? We think you're confused: On one hand, you want more riders – both male and female – and you stress *safety*; on the other hand, you hype

a show that depicts anything *but*. Has the Motor Company lost its way!?

TOM AND GAIL CONCANNON
NEW YORK, NEW YORK



Bravo, HOG. What a brilliant piece of reporting on "Sons of Anarchy." Yes, I did say *reporting*. You have shown that HOG is not just a glitzy platform for Harley-Davidson but is willing to tackle controversial issues. I know many people who wouldn't watch the show due to the bad image of bikers that it casts. You have shown the 99 percenters that the one percenters, although not a credit to their communities, have a human side.

Keep it up. What next? Dare you report on bikers and tattoos?

BOB GOTTLIEB
CANOGA PARK, CALIFORNIA



CELEBRATING 50 X 50

What a great story by Dale. Thanks for sharing his memories and pictures with us. I love reading about all the adventures of Harley Owners Group® members. HOG is a great magazine that I wish would be published every month. I've been a member for one year and am really happy with my membership. I had a good time at CLUB H.O.G.® OKC and am looking forward to some new adventures next year. Thanks for a great magazine and group.

EDWARD T. ROSS, SR.
McALESTER, OKLAHOMA

HOT AIR

Many thanks for including the Albuquerque International Balloon Fiesta as a riding destination in the latest issue of HOG magazine. As a short-term Harley® rider and a longtime balloon pilot, I appreciate the opportunity to combine my two passions and have done so many, many times. That particular picture has some special memories for me – it was my return to Fiesta after a

long absence, and my two daughters were able to attend for the first time. We're in that particular picture, although it would take a magnifying glass to find us!

DAVE SULLIVAN
SCHOOL ADMINISTRATOR /
FLIGHT INSTRUCTOR
BALLOONACY, LTD SCHOOL OF APPLIED
AEROSTATION

A SOFTER IRON BUTT

I found it coincidental that an article outlining the new Hammock Touring Seat was printed in the HOG 002 issue not one week before I was to attempt my first Iron Butt ride, a thousand-mile day astride the new Hammock seat on my 2009 FLHX. On June 27, my brother-in-law, Jason Roelli, and I completed 1,043 miles in 18.5 hours: Madison, Wisconsin to Omaha, Nebraska; then north to Sioux Falls, South Dakota and back to Madison. The seat performed like no other! I had to chuckle in complete posterior comfort as I watched Jason adjust positions in vain attempts to save *his* ailing backside. Props for an outstanding product!

ANDY HEITMAN
MADISON, WISCONSIN



MILE MEMORIES

Before moving to Florida in 1985, I used to enjoy going to half-mile and mile flat track racing in Indianapolis, Louisville, Toledo, and other locations. Your recent article on flat track racing sparked my interest once again.

I called AMA Pro Racing, located in Daytona Beach, to ask why there are no major flat track races in Florida, since there's so much interest in motorcycles in this state. It turns out, there is a race in Daytona, just before Bike Week. I think it's also a short track race, and very few people are aware of it.

CHARLES DEAN
PALM COAST, FLORIDA

Your wish is coming true just in time for Bike Week 2010. Last July, Daytona International Speedway (DIS) announced it's building a new quarter-mile flat track outside of Turns 1 and 2 at DIS and will host an AMA Pro Flat Track race on March 3-4, 2010. This new venue will replace Daytona Beach's old Municipal Stadium dirt track, which is being redeveloped with artificial turf. For even more changes to the landscape at Bike Week, check out The Word. –Ed.

FIRST LOVE

I am really enjoying HOG magazine. I recently purchased a 2009 FXDF (my first new Harley-Davidson®), automatically becoming a member of Harley Owners Group. I really enjoy the short, interesting reads in every issue I have received. So many of my associates don't understand riding. They refer to my collection of Harley-Davidson motorcycles as "toys." It was so refreshing and reassuring to sit down and read about so many experiences I can relate to. Things I have to try to explain to others (non-riders) are universal among H.O.G. brothers and sisters. I have been a lone rider and found peace in that, but your articles have shown me that friendships can also be gained through two wheels. For instance, after reading "The Mile" in issue 003, I ordered tickets for the next event. And there, I'm sure, I won't be alone.

ERIC RICHARDS
HART, MICHIGAN

DEFENDING LOS ANGELES

I read two articles in HOG 003 with complete disbelief. Regarding the "Ultra High-Performance" article: I live in Los Angeles, and I, and many others, "... brave the Los Angeles freeway system" on a daily basis. In this same article, calling sportbike riders maniacs shows incredibly bad taste. Harley-Davidson is the majority owner of a motorcycle company named "Buell" that manufactures sportbikes. I'm guessing that in your world people who ride Buell's only do so to get to church on Sunday.

RON SCHLAEGER
LOS ANGELES, CALIFORNIA

Ron, we're sorry you feel that way, but one of our goals with this new publication is to honestly reflect a variety of feelings and attitudes. We meant no disrespect toward Los Angeles or Buell; I used to live in L.A., and I own a Buell! –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.

Things I have to try to explain to others (non-riders) are universal among H.O.G. brothers and sisters.

ERIC RICHARDS HART, MICHIGAN



DAYTONA BIKE WEEK 2010

Hit the Beach Running

GET YOUR 2010 RIDING SEASON off to a fast start with Harley-Davidson at Daytona Bike Week, February 26-March 6. We'll have a new location, but it's all still FREE! Demo rides, a bike wash, new product displays, MotorClothes®, H.O.G.® Pin Stop, Ride-In Show, and more – all at a new Beach Street location and the Speedway. Watch for updates at www.harley-davidson.com/daytona.

Customization and Style

FRIDAY, FEBRUARY 26-SATURDAY, MARCH 6

- > Harley-Davidson Road Tour at Beach Street (across the street from "the original" Daytona Beach Harley-Davidson)
- > New product display
- > Ride-In Show
- > MDA
- > HDFS/H-D Visa
- > MotorClothes
- > Licensee display
- > Stage with H-D entertainment
- > FREE PARKING

Butts on Bikes, Fit & Function

SATURDAY, FEBRUARY 27-SATURDAY, MARCH 6

- > Harley-Davidson Road Tour at Daytona International Speedway
- > Demos on 2010 models
- > Demos on 2010 Fit Shop bikes
- > Bike wash
- > New product display
- > H.O.G. Pin Stop
- > MDA
- > FREE PARKING

Dates, locations, and event details subject to change.

Get Fit



WHEN IT COMES TO YOUR Harley-Davidson® motorcycle, "getting fit" doesn't mean starting an exercise program. At your local H-D dealership, it means working with Harley-Davidson Fit Shop specialists to help customize the suspension, seat, handlebars, and/or foot controls to suit your body type and match your riding preferences.

"Sometimes the first time someone swings a leg over a Harley-Davidson motorcycle sitting on the dealership floor, the fit isn't perfect," says Steve Earnshaw, Director of Parts & Accessories Marketing for Harley-Davidson. "Our vision is that by spending one-on-one time with a trained Fit Shop specialist, our customers, whether they're a longtime or new rider, can ride out of the dealership feeling comfortable and confident on the open road."

For more information about Harley-Davidson Fit Shop, visit your local H-D dealership.

Women at the Museum

LADIES (AND GENTLEMEN), mark your calendars for May 22-23, 2010 for an exciting women's event at the Harley-Davidson Museum® in Milwaukee. The event will include activities for both men and women, so make plans now to be there. In the meantime, visit www.h-d.com/womenriders for more details as they become available in the coming months.

H.O.G.® News



1-2-3 in ABCs

HARLEY OWNERS GROUP® is pleased to congratulate Craig Allen, of Springfield, Illinois, for taking first place in the 2008 H.O.G. ABCs of Touring contest (North America division), with a total of 159 points. Richard Burns, of Snellville, Georgia, was second with 147 points, with Jim Clark, of Corpus Christi, Texas, taking third with 122.

For a complete list of winners and other high-point totals (as well as complete information about the program), log on to members.hog.com. And remember: There's still plenty of time to work on your 2009 entry!

100 Million More Miles

THE HARLEY OWNERS GROUP Mileage Program is more accessible than ever – with awards now starting at just 1,000 miles. And people are definitely taking advantage! Through July 2009, H.O.G. members enrolled in the program are more than 100 million miles ahead of last year's pace!

To find out more about the H.O.G. Mileage Program, consult your *Benefits Guide* or log on to members.hog.com – then visit your local dealership to enroll.



Challenging Times

FOR DECADES, soldiers around the world have "challenged" each other by presenting a coin representing their unit to fellow soldiers. If caught without their own coin, a "penalty" of some sort must be paid. Now, H.O.G. members can offer a similar challenge with the new Harley Owners Group National Coin, available for purchase mid-November at members.hog.com.

Europe Imports the Posse Ride

H.O.G. IS PLEASED TO ANNOUNCE the introduction of a great American H.O.G. tradition in Europe: the inaugural European Posse Ride, July 3-18, 2010. Instead of touring the U.S., riders will explore the Czech Republic, Austria, Germany, and Italy on this amazing 15-night journey. Watch for more information about this exciting new event!



Diving Right In

MORE THAN 130 H.O.G. MEMBERS from Malaysia, Singapore, Brunei, Indonesia, and Germany took part in the nine-day, 1,200-kilometer (750-mile) 6th Malaysia National H.O.G. Rally in Sabah, Malaysia, May 16-24. Highlights included a SCUBA dive at Mabul Island – one of the top diving spots in the world – where rally-goers planted new coral to help the reef continue to thrive. Even with this important task at hand, divers still took time to display their H.O.G. pride.

On the Web

www.harley-davidson.com/ridersedge

Rider's Edge[®] Made Easy

THERE'S NO BETTER WAY

TO LEARN TO RIDE - or

refresh your fundamentals – than taking a Rider's Edge New Rider Course at your local dealership. Finding a class that fits your schedule and enrolling is easier than ever with online



reservations. Visit the Rider's Edge page online and click on "Search for Classes" to find Rider's Edge New Rider Courses and Skilled Rider Courses available in your area. Then reserve your spot – and get ready to improve your skills.

www.harley-davidson.com

Wish List

THE HOLIDAYS ARE COMING and there's no better way to make your desires known than by setting up an online Wish List. Pick out the accessories and apparel you crave the most, click to make your list viewable to the public, then send it to your friends and family.

Plus, if you or a loved one make a qualifying purchase (\$300 or more) between November 7 and December 24, you'll be eligible to receive the 2009 "Holiday Heritage Collection" as a free gift. This limited-edition set includes five pewter-finish collectible Legendary Harley-Davidson Racing Machines. While supplies last at participating dealerships.

Visit the "Accessories & Apparel" section at www.harley-davidson.com to get started today!

members.hog.com

Get Your Stuff Sooner

WANT TO GET YOUR 2010

H.O.G. MEMBERSHIP

MATERIALS sooner

instead of later? There's no reason to wait for your

renewal date to renew! Renew

your membership right now at members.hog.com, and we'll send you your 2010 renewal materials – including your 2010 H.O.G. Touring Handbook and a cool new "#1" renewal rocker – in February. Your renewal date will remain the same, but you won't have to wait until later in the year to get the most up-to-date materials. Log on now or call 1-800-CLUBHOG (1-800-258-2464).



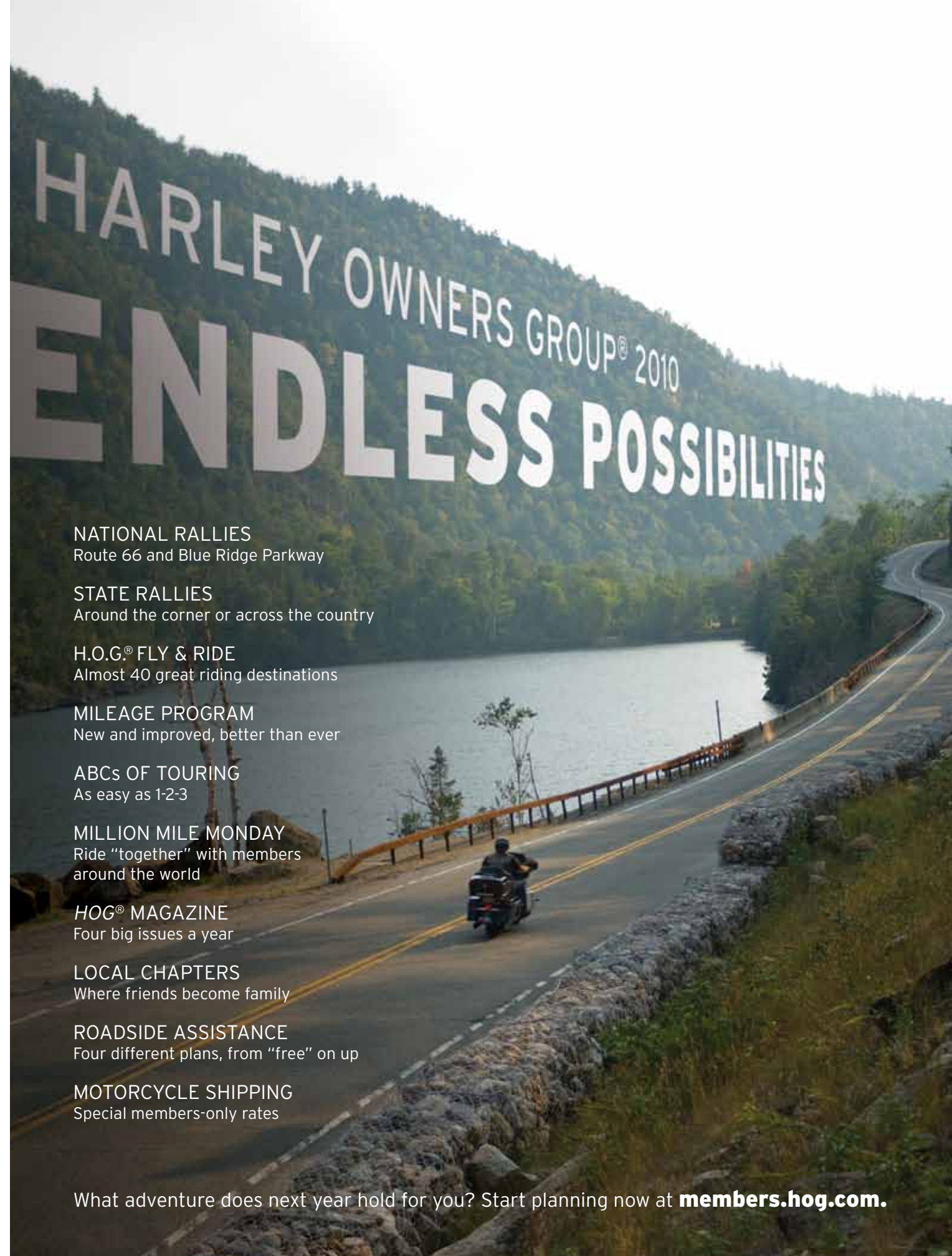
Buell on Top

CONGRATULATIONS TO RIDER DANNY ESICK and the Bruce Rossmeyer's Daytona Racing/RMR/GEICO Powersports racing team for claiming the 2009 AMA Daytona SportBike Championship. Eslick clinched the title with a pair of strong finishes on his Buell[®] 1125R[®] on Labor Day weekend at New Jersey Motorsports Park. It was the first AMA professional road racing championship for both Eslick and Buell Motorcycle Company, a subsidiary of Harley-Davidson, Inc.

"It's an amazing moment," said Erik Buell, Chairman and Chief Technical Officer of Buell Motorcycle Company. "Danny is an incredible rider. I'm so proud to be part of a privateer team that can show what a rider like that can do."

Labor Day of Love

HARLEY-DAVIDSON IS PROUD TO ANNOUNCE that the Motor Company and its family of customers, dealers, employees, and suppliers has raised more than \$4.5 million for the Muscular Dystrophy Association in 2009. Jim McCaslin, H-D Executive Vice President of Product Planning, made the announcement and presented a check on the annual "Jerry Lewis MDA Labor Day Telethon," bringing the Motor Company's cumulative MDA fund-raising total to more than \$73 million since 1980. Thanks to everyone who helped make it possible!



NATIONAL RALLIES

Route 66 and Blue Ridge Parkway

STATE RALLIES

Around the corner or across the country

H.O.G.[®] FLY & RIDE

Almost 40 great riding destinations

MILEAGE PROGRAM

New and improved, better than ever

ABCs OF TOURING

As easy as 1-2-3

MILLION MILE MONDAY

Ride "together" with members around the world

HOG[®] MAGAZINE

Four big issues a year

LOCAL CHAPTERS

Where friends become family

ROADSIDE ASSISTANCE

Four different plans, from "free" on up

MOTORCYCLE SHIPPING

Special members-only rates

What adventure does next year hold for you? Start planning now at members.hog.com.



Sugar Bear

He's Got the Chops

YOU MIGHT SAY HE'S THE BEST-KEPT SECRET in the chopper world – but that wouldn't be quite right. Because while he may not garner the wide recognition enjoyed by some of the bike builders you see on the cable shows, those who really know choppers know all about the man called Sugar Bear. He's been a mainstay of the custom bike culture for almost 40 years.

Sugar Bear's design philosophy is summed up in the words, "If it ain't long, it's wrong." He's known for the extreme springer front ends he builds. Some people are afraid of his choppers, he says, because they don't see how such a stretched-out bike could be stable.

He likens his front ends to the paradox of a bumblebee. Aerodynamically speaking, they say, bumblebees aren't supposed to be able to fly. But they do. Bear can't – or, more likely, *won't* – say exactly why his long choppers handle so well. But they do. It's one of the hallmarks of his creations.

Working alone, he hand builds each one to be unique and crafted to fit its rider perfectly. And he knows they perform as expected because he tests each new creation himself, refusing to sell a bike he hasn't ridden personally. "My test facility is the road," he says.

Recently, Bear has made a point of telling more of the stories he's accumulated over 40 years of building "chops." Last fall he

appeared at a special event at the Harley-Davidson Museum® in Milwaukee, and he's also working on a book. The reason, he says, is not to glorify himself but to give long-overdue props to those who deserve them.

One such person is Benny Hardy, his longtime mentor. Benny, Bear says, never got the credit he deserved for the role he played in building the famous choppers used in the movie *Easy Rider*.

"Benny told me, 'If you're going to be in this business, you gotta love it. Unfortunately, you will never be famous; you will never get the accolades you deserve. So the only reason to stay in this business, Bear, is because you love it. If you understand this, you can make a living.'"

In the years since, Bear has made more than a living; he has made an indelible mark both on the chopper world and the people around him.

As a former probation camp counselor and high school math teacher, Bear has always worked toward helping youth. He recently donated one of his springers to the Kennedy High School motorcycle class located in Bloomington, Minnesota. (Harley-Davidson donated the motor and transmission, too.) Bear has created opportunities for ongoing learning and exchange of ideas with a "motorcycle forum" for young adults and "next generation" builders. With the recent launch of his motorcycle talk show segment called "Bear's Den" (Internet and satellite radio), he hopes to be able to reach many more.

He recently celebrated his 70th birthday and as time goes by, there are fewer and fewer left standing from his "generation." Fortunately, early on, Bear began a museum in his shop preserving the history and capturing the authenticity of his work and others' from the '60s, '70s, and '80s – which are considered the early years of chopper culture. "A day does not go by without receiving an e-mail, a letter, or having a conversation with someone thanking me for doing so," says Bear.

A Heart for Harley

Sugar Bear's logo is a heart with wings, with a meaning he's happy to explain: "All of my chops have Harley® motors," he said. "Wings are a symbol of Harley-Davidson. My heart has wings."

Asked at the Museum event if there might be a Sugar Bear chopper on display there someday, Sugar Bear replied: "Well, that would have to be the Museum's choice, not my choice. If it were *my* choice, they would lock me up in that room downstairs with all the bikes ... and a torch. And they would shove food under the door while I worked."

It should be noted that he said this with a smiling Willie G. Davidson sitting just a few feet away in the front row. Because he means no disrespect to the brand, or to the people who design and build Harley-Davidson® motorcycles. It's just that, you know ...

"I'm a chop builder. Always have been, always will be. That's just who I am." **HOG**

ALL MEN ARE
CREATED EQUAL.
ALL LEATHER JACKETS ARE NOT.

Introducing the new Harley-Davidson Epic Leather Jacket. Hand sewn in America.*
Generous vents. Midweight leather. And Premium 3M™ Scotchlite™ Reflective Material piping.
See how freedom fits you. harley-davidson.com/epic.



©2009 H-D. Harley-Davidson and the Bar and Shield logo are among trademarks of H-D Michigan, LLC. *Made in USA of imported materials.



Virginia/North Carolina

Blue Ridge Parkway

LONG CONSIDERED one of the premier motorcycling roads in the U.S., the Blue Ridge Parkway turns 75 in 2010, with celebrations beginning this fall. The year-long anniversary party kicks off in Cherokee and Asheville, North Carolina on November 13-14. Stretching 469 miles between Virginia's Shenandoah National Park and the Great Smoky Mountains National Park in North Carolina, this pristine roadway rises to more than 6,000 feet as it works its way through five mountain ranges. It's definitely one to check off your list of "must-ride" roads, and also the site of a 2010 H.O.G.[®] touring event (see back cover for more information).

www.blueridgeparkway.org
www.blueridgeparkway75.org
www.nps.gov/blri

Photography: Asheville Convention & Visitors Bureau



Rising Fawn, Georgia

Lookout Mountain Hang Gliding

WHETHER YOU AIM to solo or ride tandem with an expert instructor, Lookout Mountain Hang Gliding can teach you to soar in a way that's not quite possible on your Harley.[®] Located in the heart of some amazing riding country, the flight park is about a 40-minute ride from Chattanooga, Tennessee. Once you see the roads, you'll probably want to take the long way there.

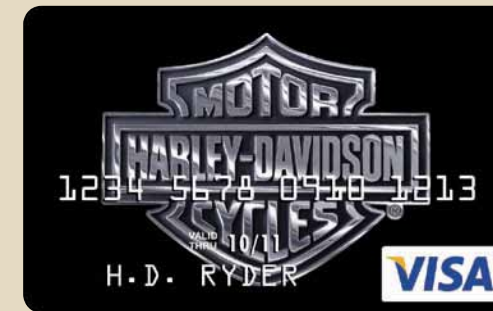
www.hanglide.com

YOU'RE NEXT! Got an idea for a great Next Ride? Send your suggestion, along with a high-quality photograph to hogmagazine@harley-davidson.com.

Photography: Georgia Department of Economic Development

APPLY TODAY

FOR THE HARLEY-DAVIDSON[®] VISA[®] CARD AND GET 2,500 BONUS POINTS!*



NO ANNUAL FEE

- ▶ **Earn Harley-Davidson[®] Genuine Rewards points:** One point for every \$1 in net purchases on your card.
- ▶ **Get \$25 in Harley Chrome[®] Cash** for every 2,500 points you earn, good at participating, authorized Harley-Davidson[®] dealerships.
- ▶ **Use your Harley Chrome[®] Cash** for MotorClothes[®] Apparel, Genuine Harley-Davidson[®] Motor Accessories, service and more.
- ▶ Visit h-dvisa.com to learn more about the H-D[™] Visa Free Ride promotion.

APPLY TODAY CALL 1-877-742-4766, EXT. 41588 OR VISIT H-DVISA.COM/HD41588

PLUS GET \$10 IN HARLEY CHROME[®] CASH WHEN YOU'RE APPROVED.*

*Subject to Credit Approval.

The creditor and issuer of the Harley-Davidson[®] Visa[®] Card is U.S. Bank National Association ND, P.O. Box 6339, Fargo, ND 58125-6339

©H-D 2009. All rights reserved. Harley-Davidson, H-D, Harley, the Bar & Shield logo, Harley Chrome and MotorClothes are among the trademarks of H-D Michigan, LLC.



INTERNATIONAL MOTORCYCLE SHOWS® An International Experience

IT'S TIME TO GEAR UP for the 2009-2010 *Cycle World* International Motorcycle Shows. The nationwide 11-city tour kicks off November 13, and includes stops in San Mateo and Long Beach, California – both featuring H-D Demos. Visit www.motorcycleshows.com for more information.

DALLAS, TEXAS
November 13-15, 2009

SAN MATEO, CALIFORNIA
November 20-22, 2009

LONG BEACH, CALIFORNIA
December 4-6, 2009

SEATTLE, WASHINGTON
December 11-13, 2009

NOVI, MICHIGAN
January 1-3, 2010

GREENVILLE, SOUTH CAROLINA
January 8-10, 2010

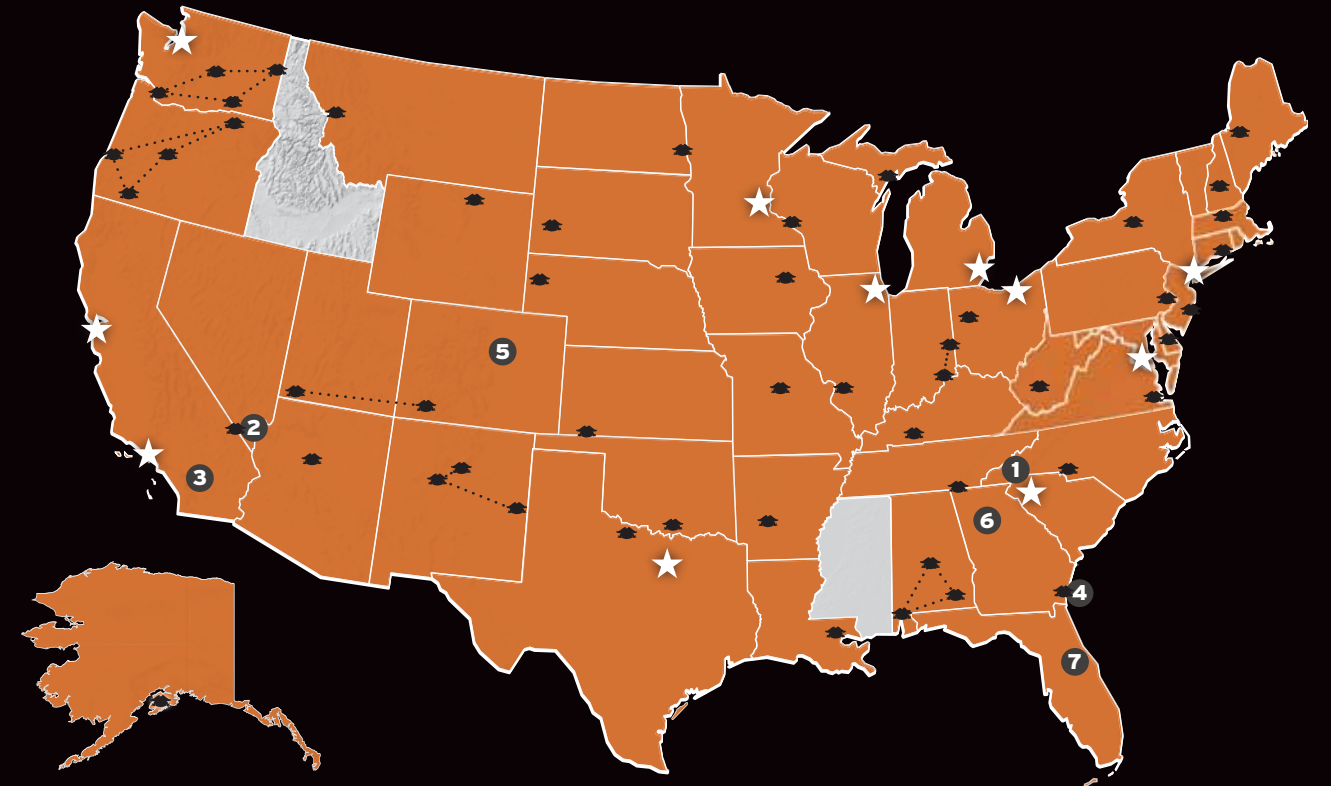
WASHINGTON, DC
January 15-17, 2010

NEW YORK, NEW YORK
January 22-24, 2010

CLEVELAND, OHIO
January 29-31, 2010

MINNEAPOLIS, MINNESOTA
February 5-7, 2010

CHICAGO, ILLINOIS
February 19-21, 2010



1

BLUE RIDGE PARKWAY 75TH ANNIVERSARY BENEFIT CONCERT

› Asheville, North Carolina
› November 14, 2009
› www.blueridgeparkway75.org



2

2009 AMA MOTORCYCLE HALL OF FAME INDUCTION CEREMONY

› Las Vegas, Nevada
› December 5, 2009
› www.motorcyclmuseum.org/news/story.asp?id=856



3

INDIO INTERNATIONAL TAMALE FESTIVAL

› Indio, California
› December 5-6, 2009
› www.tamalefestival.net



4

NEW YEAR'S BLUEGRASS FESTIVAL

› Jekyll Island, Georgia
› December 31, 2009-
January 2, 2010
› www.aandabluegrass.com



5

NATIONAL WESTERN STOCK SHOW AND RODEO

› Denver, Colorado
› January 9-24, 2010
› www.nationalwestern.com



6

GREAT AMERICAN MOTORCYCLE SHOW

› Norcross, Georgia
› January 22-24, 2010
› www.northatlantatrade-center.com/cycle.html



7

DE LAND BIKE RALLY

› De Land, Florida
› February 27, 2010
› www.delandbikerally.com



International

DUBAI BIKE WEEK 2010

› Dubai Festival City,
United Arab Emirates
› February 4-6, 2010
› www.dubaibikeweek.com



2010 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.

LOUISIANA
Hammond
March 25-27

NEVADA
Pahrump
April 15-17

ALABAMA
Dothan/
Montgomery/
Mobile
May 13-15

NEBRASKA
Scottsbluff
May 28-30

TENNESSEE
Chattanooga
June 2-5

KANSAS
Liberal
June 3-5

ILLINOIS
O'Fallon
June 4-5

ALASKA
Kenai
June 10-12

ARIZONA
Williams
June 10-12

KENTUCKY
Bowling Green
June 10-12

SOUTH DAKOTA
Keystone
June 11-12

NORTH CAROLINA
Charlotte
June 17-19

OHIO
Lima
June 17-19

**MINNESOTA/
WISCONSIN**
Motoring the
Mighty Miss
June 20-25

**MASSACHUSETTS/
RHODE ISLAND**
Warwick, MA
June 23-24

**NEW HAMPSHIRE/
VERMONT**
Meredith, NH
June 23-24

UTAH/COLORADO
St. George, UT to
Durango, CO
June 23-26

CONNECTICUT
Groton
June 24-26

INDIANA
Richmond
to Madison
June 24-26

VIRGINIA
Chesapeake
June 24-26

NEW MEXICO
Clovis to
Albuquerque
to Santa Fe
July 1-3

NEW YORK
Syracuse
July 8-10

WYOMING
Sheridan
July 8-10

IOWA
Waterloo
July 16-17

MAINE
Carrabassett
Valley
July 22-24

MONTANA
Missoula
July 22-24

ARKANSAS
Hot Springs
July 29-31

**DELAWARE/
MARYLAND**
Dover, DE
July 29-31

NORTH DAKOTA
Fargo
August 20-21

WASHINGTON
Vancouver/
Wenatchee/
Spokane/
Kennewick
August 20-23

OREGON
Pendleton/Bend/
Medford/Coos Bay
August 24-27

MISSOURI
Columbia
August 26-28

MICHIGAN
Escanaba
August 26-29

WEST VIRGINIA
Charleston
September 1-4

TEXAS
Wichita Falls
September 2-5

GEORGIA
Jekyll Island
September 9-11

PENNSYLVANIA
Langhorne
September 16-18

NEW JERSEY
Seaside Heights
September 23-25

OKLAHOMA
Ardmore
October 7-9

BETWEEN THE LINES

Roughing It

Riding on Imperfect Roads and Uneven Surfaces

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

Imagine a world where all the roads are made of fresh, clean asphalt; in perfect condition; with no potholes or imperfections. Where it never rains or snows, where railroad tracks never cross your path, bridge grates have gone the way of the suicide clutch, and oil never leaks from ancient cars and trucks.

Sounds too good to be true, right? That's because it is. The real world we inhabit and ride is *not* perfect. Hazards - expected and unexpected - confront us on the road all the time. Safety-conscious riders remember this, and learn to expect and prepare for the unexpected.

SEE It Coming

As usual - because it's so important - we'll begin with a quick overview of the Motorcycle Safety Foundation's "SEE" approach to anticipating potentially hazardous circumstances.

Search: Actively scan the area ahead of you for potential hazards.

Evaluate: Process the information you have gathered by searching and decide if what you see presents a potential hazard.

Execute: Make a decision on a course of action (if required) and *do it*. Be confident, don't hesitate.

The bottom line is if you don't identify potentially hazardous changes in the road surface *before* you reach them, it may be too late to react appropriately.

Here's how to handle some specific situations ...

Dirt or Gravel Roads

Riders with experience on dirt bikes generally have no problems on dirt or gravel roads - unless their experience makes them overconfident and they forget the basics.

Many of the techniques required for riding on such roads are common to riding in most difficult conditions: ease off the throttle and



lower your speed; avoid any sudden actions (brakes, throttle, or steering); and keep your eyes looking ahead, not down at the road directly in front of you. Keep a moderately tight grip on the handgrips and don't overreact (with sudden corrections) if the motorcycle wiggles or wobbles a little bit. Go with the flow.

Be especially careful when making turns. Keep your speed to a minimum and turn as you otherwise would. Keep a steady throttle through the turn and accelerate smoothly as you exit.

Of course, dirt and gravel are not exclusively found on dirt and gravel roads. Watch for loose debris on paved roads, as well - especially in curves where other vehicles may have kicked up dirt from the side of the road.

Rain/Wet Roads

Remember, wet roads are at their most slippery within the first few minutes after rain begins to fall, especially if it hasn't rained for a while. This is because oil and other debris that has worked its way into the road surface can wash loose or (as with oil) float to the surface. So be extra careful at the beginning of a rain shower. Reduce your speed and avoid making sudden braking, acceleration, or steering inputs. One trick is to follow in the tire tracks of vehicles ahead of you, where the water level is lower and your tires are less likely to hydroplane.

When you have no choice but to ride through pooled water, ease off the throttle to lower your speed, squeeze the clutch, and

coast through the puddle, or apply a steady, low throttle to get all the way through it. Avoid making any steering inputs.

Consider waiting out a rainstorm, if necessary. And be especially careful at intersections, where leaked oil may be more abundant. Take extra care when putting your foot down when stopping, as your footing may be compromised, as well.

It's also very important to watch out for slick surfaces such as road markings, railroad tracks, metal construction plates, etc. Even the center stripe can be more slippery when wet, so take extra caution when changing lanes or making turns.

Snow and Ice

Snow and ice are best avoided by not riding when such conditions are likely to exist. Keep in mind that road surfaces can be colder than the air temperature, especially shaded areas. If the air temperature has dipped below freezing overnight, morning can be a particularly troublesome time. If you can't avoid the slippery spots, approach them as you would a puddle of water, as described earlier: roll off the throttle to reduce your speed, pull in the clutch, and coast straight through with your eyes straight ahead.

Bumps and Cracks

Most bumps and cracks in the road are small enough to be inconsequential. Sometimes, however, they rise to the level of "obstacle." In these cases, approach them as you would a bad railroad crossing, as described later.

Cracks can also be an issue when they are patched with tar, which can become quite slippery when wet or hot. When it's wet, keep an eye out for them and approach them as you might a patch of gravel or mud. When it's hot, the main consideration is to avoid overreacting to a little bit of slipping you might feel if you hit one during a turn.

Rain Grooves

These are thin grooves that sometimes cut into pavement to help channel water away and provide better traction. While that may be great for cars and other four-wheeled vehicles, it's not necessarily great for motorcycles.

Car and truck tires are flat on the bottom; motorcycle tires are rounded. This means that the rain grooves tend to "grab" at your tires a little bit as you ride. For many, this is more of a psychological issue than a physical one.

It can be a little disconcerting, but it's not really a hazard. The main things to remember are simply to avoid making any sudden steering inputs and lighten your grip slightly. That is, if you feel the front wheel wiggle a tiny bit, go with the flow. Don't overreact by tightening your grip and trying to counter the wiggle. Let your hands and arms absorb the vibration, keep looking straight ahead (not down), and you'll be fine.

Railroad Tracks

When they're dry, railroad tracks don't usually cause much of a problem - unless the crossing is in disrepair and the resulting bumps can

and adjust your lane position as needed to avoid pooled water.

Bridge Gratings

Steel bridge gratings do not provide the same level of traction as concrete and asphalt - especially in wet conditions. Approach them with caution, reducing your speed slightly, while avoiding making any sudden changes in speed or direction. As with rain grooves, gratings can sometimes "grab" at your front wheel, creating a slight wiggly feel. In this case, avoid any abrupt reactions. Lighten your grip on the handgrips, and let your hands and arms absorb any vibration.

Hazards - expected and unexpected - confront us on the road all the time.

be considered "obstacles." In this case, treat them as you would any other obstacle you have to drive over. First, slow down as much as you safely can and position yourself to approach the tracks at as close as possible to a 90-degree angle. Then, with your butt just off the seat and your knees slightly flexed, get a good hold on the handgrips and roll on the throttle slightly just before your front wheel makes contact with the tracks. Roll off the throttle as you cross, looking straight ahead.

When tracks are wet, "angle of attack" is especially important. Cross them as close to perpendicular as you can, being careful not to make any braking, throttle, or steering inputs as you cross. In rare instances when tracks are running *parallel* to the roadway (more common in urban areas), adjust your lane position to avoid your tires being "grabbed" by the tracks. Change lanes if necessary. If you have to turn across them, move over far enough to cross at an angle of at least 45 degrees, then make a quick, sharp turn.

Crowned Roads

The danger of a crowned road surface (higher in the center of the lane than on the sides) is that it can increase your effective lean angle during turns. Keep this in mind as you turn, slowing down or changing your line as needed to make sure you maintain traction. In addition, in wet conditions, water can pool in the low areas, increasing the likelihood of hydroplaning. Keep an eye out for this situation

Mud and Spills

It doesn't take an industrial-sized overturned tanker spill to create a hazardous situation. A bag of topsoil, for instance, falling out of a car or truck can create a significant hazard for a motorcycle. Treat it the same way you would a patch of mud on the road.

The first choice in such a situation is to avoid it if you can. If you can't and have to ride through it, ease off the throttle to lower your speed (but avoid braking), pull in the clutch, and coast through the hazard. Keep your eyes straight ahead and avoid making any steering inputs, letting your hands and arms absorb any minor wiggles or disturbances.

If it's a big spill or patch of mud, and coasting would slow you down too much or even bring you to a stop, treat the spill as you would a dirt or gravel road.

Bottom Line

In the end, handling rough roads and uneven surfaces comes down to a few basic principles: "SEE" what's coming, avoid making any sudden inputs (brakes, throttle, or steering), don't overreact to disturbances, and keep your eyes straight ahead.

Keep these things in mind, and, while you may never find the "perfect road," even the bad ones will look a little more inviting.

Sources: Harley-Davidson Rider's Edge and the "Motorcycle Safety Foundation's Guide to Motorcycling Excellence."



CUSTOM VEHICLE OBSERVATIONS

I FREELY ADMIT TO ENJOYING WHEN OTHERS ADMIRE THE MOTORCYCLE I RIDE. CHALK IT UP TO A GOOD OLD-FASHIONED EGO-STROKE. JUDGING FROM THE SHEER NUMBER OF BIKE SHOWS, CUSTOM BIKES, AND LOUD PIPES, I'M NOT THE ONLY ONE WHO FINDS GRATIFICATION IN A STRANGER'S LONG STARE AT MY BIKE. AND FROM MY EXPERIENCE, NOTHING INCREASES THE FREQUENCY AND DURATION OF THIS EGO-PUMP LIKE RIDING A CVO™ HARLEY-DAVIDSON® MOTORCYCLE. FRESH OFF A DAY SPENT RIDING THE FOUR NEW 2010 CVO MODELS AROUND MILWAUKEE TO CAPTURE THE IMAGES YOU SEE HERE, I'VE EXPERIENCED ENOUGH WISTFUL GAZES TO LAST THROUGH THE WINTER. BY JOHN SANDBERG + PHOTOS BY JOSH KURPIUS »

SOFTAIL® CONVERTIBLE TOUR OR CRUISE



- 18-inch chrome aluminum Stinger wheels with matching Stinger sprocket and floating brake rotors
- Integrated stop/turn/tail on the new rear light bar
- Available color schemes: Inferno Orange with Vivid Black and Silver Braze graphics, Abyss Blue with Sapphire and Silver Braze graphics, and Crimson Red Sunglo with Autumn Haze and Black Candy Grind
- U.S. MSRP: \$27,999

CVO IS SHORT FOR CUSTOM VEHICLE OPERATIONS™, an 11-year-old program that designs and builds limited-production, factory-custom motorcycles for riders who desire more power, chrome, and paint - and the corresponding exclusivity and extra attention CVO models deliver. Combining existing components from the H-D Genuine Motor Accessories Catalog with all-new, unique parts that are exclusive to these bikes, CVO models are works of motorcycle art.

Two all-new bikes join the family for 2010 - the CVO™ Softail® Convertible and CVO™ Street Glide® - with two reprised models in the CVO™ Ultra Classic® Electra Glide® and CVO™ Fat Bob®.

To satisfy the thirst for more power, each CVO gets the Screamin' Eagle® 110 engine with the 6-Speed Cruise Drive® tranny, now with a helical-cut fifth gear. Displacing 1803 cc (thanks to 4-inch big bore forged pistons and cylinders), the Twin Cam 110™ delivers 110 to 115 ft.-lbs. of torque depending upon the model. That's a 20 percent increase over a stock Twin Cam 96™ engine and a major source of satisfaction when riding these bikes.

For added chrome, each of these motorcycles received the key to the candy shop and took full advantage of it. While the list of chromed items is too long to include here, you can see it all at www.harley-davidson.com/cvo.

Equally lavish attention was given to the three exclusive paint schemes on the CVO models. How lavish are these paints? Consider the CVO Street Glide, which beams authentic 20-carat gold leafing graphics and candy



STREET GLIDE® LOWDOWN BAGGER



- 18-inch black and chrome Agitator wheels with matching seven-spoke floating front brake rotors
- New hydraulic rear shocks with easy preload adjustability
- Standard ABS, electronic cruise control, H-D® factory security system, and 40-watts-per-channel Harman/Kardon® Advanced Audio System

- Available color schemes: Candy Concord with Pale Gold Leaf graphics, Spiced Rum with Gold Leaf graphics, and Tequila Sunrise with Pale Gold Leaf graphics
- U.S. MSRP: \$30,999

clear coating. Details like color-matched saddlebag latches, license plate covers, frames, fairing skirts, swingarms, and the like broaden the effect of such deliberate artwork.

Although the theme of more chrome, power, and paint apply to all CVO models, each has its unique personality.

The Softail Convertible model offers a split personality of both touring rig and boulevard bike via the removable compact fairing, smoked windshield, saddlebags, and passenger pillion/backrest. As anyone who has added detachable saddlebags and windshield to a Softail motorcycle will attest, the platform is very much at home on a 2,000-mile trip away from home. The Softail Convertible takes the concept to a stylishly new level.

Meanwhile, the CVO Street Glide model takes the hotrod bagger concept to a new low, due in large part to a heavily revised rear end that includes extended, one-piece, full-depth bags that ride extra low. In concert with the clipped windshield and trimmed front fender, the visual effect is transformational. Here is a bike that can tour and cruise with equal satisfaction.

When it comes to touring comfort, the CVO Ultra Classic Electra Glide model spares absolutely nothing. New this year is a leather passenger backrest with adjustable lumbar support, LED illumination inside the saddlebags, and a 12-volt outlet inside the Tour-Pak® carrier. Equipped with



FAT BOB® RIPPED



- New brown distressed-leather, two-piece seat converts from rider/passenger to solo configuration
- Diamond Black backfaces on the new speedo and tach
- Available color schemes: Cryptic Black with Hellfire flames, Satin Pewter with Sandstorm Grind, and Opal Blue with Hellfire flames
- U.S. MSRP: \$25,299

Harleys are common here, but they aren't ho-hum. So when others and I riding for the camera captured the hard attention of Milwaukee's denizens, I chalked it up to the fact they were seeing something out of the ordinary. This theory was backed when a crew from the Port Authority stopped to talk with us about the bikes (they recognized we were on the 2010 CVO models).

That, in a nutshell, defines the CVO motorcycle ownership experience. Ditto for how they make you feel.

Throwing a leg over a decked-to-the-gills motorcycle, with sensational paint and chrome-everything, automatically brings a smile to my face. That same smile turns into a satisfying laugh when I explore the acceleration afforded by the Twin Cam 110 engine, especially on the lighter and more nimble Fat Bob. Riding with my cohorts to the various photo locations offered plenty of stoplights. Draw your own conclusions.

Some riders want black, stripped-down Harley motorcycles. Others want to start with a standard and build their own beauty. A handful of others want a limited-edition, blinged-out custom. If you're one of the latter, any one of these CVO models will capture your attention and the attention of those around you. **HOG**

ULTRA CLASSIC® ELECTRA GLIDE® EXQUISITE EXCESS



- Suspended, dual-control heated leather seat
- 40-watts-per-channel Harman/Kardon Advanced Audio System with CB/intercom and navigation system, ABS, electronic cruise control, and integrated garage door opener/receiver
- Granite powder-coated Screamin' Eagle Twin Cam 110 powertrain

- Available color schemes: Scarlet Red Pearl/Dark Slate with Flame graphic, Riptide Blue/Titanium Dust with Flame graphic, and Burnt Amber/Hot Citrus with Flame graphic
- U.S. MSRP: \$35,999

seemingly every electronic item in the catalog, this Ultra Classic Electra Glide lavishes the rider (and passenger) in the lap of luxury, a fact I duly noted having ridden a couple thousand miles on a non-CVO Ultra Classic Electra Glide prior to this story. Hard to imagine there's another "level" of comfort compared to a "standard" Ultra, but it's true.

Returning for its second season in CVO trim, the bold-and-burly Fat Bob gets a new Midnight Pearl plating process applied to the dual headlamp shell; LED taillight cover; timer, derby, horn and fender-strut covers; and the fuel tank console.

The plating process follows the same steps of the traditional chrome process, with the exception of the two top layers. Instead of using micro-porous nickel and bright chrome, H-D opts for noble nickel and trivalent black chrome, the latter giving the strikingly distinctive, deep rich smoky color. It's a first of this finish on any Harley® motorcycle, and it provides a warmer feel than traditional bright chrome without sacrificing the durable hard-surface finish.

AS I MENTIONED EARLIER, I take pleasure in people checking out the motorcycle I'm riding, even if it isn't my bike. Such was the case on a sunny Wednesday in Milwaukee this September.

Home to five Motor Company facilities, massive Anniversary parties every five years, numerous H.O.G.® rallies, four dealerships, the H-D Museum,® and a dedicated riding public, Milwaukee sees its fair share of Harley motorcycles roaming the streets.





SUPER NATURAL

THERE ARE A FEW rare destinations on the paved side of this planet that can be considered true meccas for motorcyclists. One worth the pilgrimage is a place so otherworldly it almost seems supernatural. If we ever questioned why we ride, motorcycling into the red rock wonderlands of Sedona, Arizona offers an epiphany. It's a dazzling moment that brings the passion and poetry of our chosen life into crystal clarity, and rewards the risks of our lifestyle. By JOSHUA PLACA

ARIZONA IS AN ANCIENT, TIMELESS PLACE. It's where nature has preserved some of its greatest works. The landscape seems unchanged since dinosaurs were the town bad-asses, and in some places, it is. I often think I've glimpsed some of the petrol beasts on a few occasions as I turned a curve or rode into a glaring sunset, only to see giant shadows bound into the wilderness. Riding through it feels like wandering around another epoch, a fanciful trip into an H. G. Wells novel.

This whimsical town two hours north of Phoenix is a biker's paradise, a sacred place where road, climate, and scenery converge to create an unparalleled Eden for man and biker alike. Sedona is flanked by towering crimson cliffs and mesas made of limestone, sandstone, and mudstone. Unnoticed by most visitors, a couple of extinct volcanoes hide in the shadows of the older sedimentary rock.

Sedona is also an international New Age center, host to no fewer than five vortices, rock formations thought to emit spiritual energy and claimed by true believers to be portals to other dimensions, and, on occasion, one-way passage to the mother ship.

Some 25 years ago, Sedona somehow became a New Age colony. It has been a magnet for alternative faiths and the odd cult now and then ever since. Yet, seeing the water- and wind-sculpted rock formations can be a kind of spiritual experience in itself. I think you have to pity the poor citizen who has never known the heightened senses, the total immersion into the environment motorcyclists experience. Seeing this place from the flat glass panes of a car belittles the view and the connection felt when the earth rolls out naked before you, revealing curves and shapes

previously unexposed. If you see this grandeur only by car you may as well buy a postcard.

Deposited by shallow seas that invaded and retreated several times over millions of years, hundreds of feet of sediment have turned to brittle stone. Deposits rich in iron created the various shades of red, rusting through the rock. Some miles north and east of Sedona, the Painted Desert's petrified sand dunes are colored in layers of purple, green, and orange representing other metal oxides.

The rocks seem to shift in color as the day wanes, appearing at different times red, orange, or pink. Seasonal monsoons rumble in from July through September, marked by high winds, pelting rain, and hail, and sometimes led by a howling wall of dust and lightning. Legend has it that on some dark days it's not a storm but the devil himself chasing your soul. If you're caught on a bike as the hell rolls in, hide.

Sedona has attracted generations of Native Americans; artists; ranchers; mountain bikers; hikers; moviemakers; some aliens; New World Order advance guards; and anyone in search of faith and healing, and the accompanying swindlers and fake healers who prey on them. Presently, some 3.3 million tourists per year also descend upon the place.

About 11,000 people live here, not counting inter-dimensional creatures of various natures and intents, angels, devils, witches, a smattering of hell-raisers, and even a lost tribe of Bigfoot. All reported as being seen about town at one time or another. There is the usual assortment of hotels, restaurants, and souvenir shops, and a surprising number of realtors and title companies serving the large number of people who fall in love at first sight and never leave.

»



Photography: Joe Hughes

pivots directly uphill at what is locally referred to as the "switchbacks." Steep hairpin turns scale the jagged face of the Mogollon Rim, an escarpment that travels hundreds of miles across Arizona, an unexplained abrupt rise in solid rock.

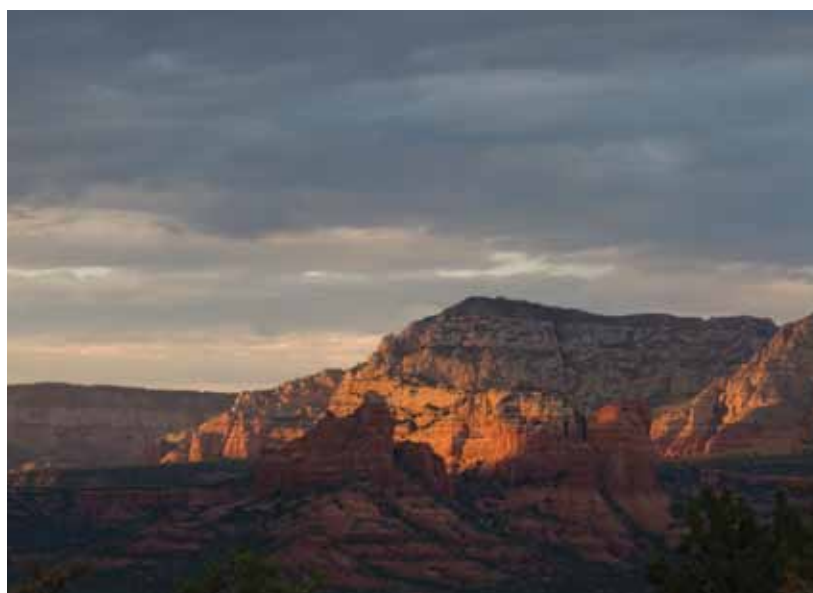
The route clings to Oak Creek, passing Slide Rock State Park, a popular swimming spot noted for its smooth, waterslide-like flat red rocks; West Fork, one of the most beautiful hiking trails found anywhere; and still a few more spots to shop if you're so inclined. There are many points along the way to pull over, and hike in and around the canyon, or take a short walk down to the creek to refresh. I wouldn't risk drinking surface water anywhere, even here, but I'm told the creek tastes better than beer.

It's hard not to continuously crane your neck, trying to take in one impressive sight after another as you roll past immense petrified ocean reefs that stand sentinel over the fresh water stream, pines, and juniper trees.

Once atop the switchbacks, the narrow road quickly flattens out. Views of Humphreys Peak soon appear. At 12,643 feet, it's the highest point in the state. It also happens to be a hopefully extinct volcano, having last

»

IF YOU SEE THIS GRANDEUR ONLY BY CAR YOU MAY AS WELL BUY A POSTCARD.



But the real attraction to Sedona is simply being here, riding the smooth black ribbons that wrap around the area. While here, visit the ruins at Tuzigoot National Monument, about 30 minutes away in the town of Clarkdale. The ancient Sinagua Indian pueblo contains 110 rooms and was home to nearly 300 people at its peak. It was inhabited from approximately 1000 to 1400 AD, when the Sinagua mysteriously vanished. About 40 minutes from Sedona in Camp Verde is Montezuma Castle, a 50-room restored Sinagua pueblo built beneath a limestone overhang.

Of course, the best way to see paradise is aboard your bike. I rolled out my trusty hot rod Harley®. Using crates of factory parts and accessories, the custom-built '99 Softail® Standard is a blazing red missile that rocketed me around Sedona's 15 square miles of bloody stone, cool creek, and millennia-old Indian ruins. Its red and ghost flame paint job appeared lifted from the rock walls.

The spellbinding area offers some of the best motorcycling on this planet or likely any other planet. It's difficult to putt a block in this town without passing a crystal or tarot card shop; palm reader; bead boutique; and other various and sundry shops selling Western wear, Navajo and Hopi jewelry, T-shirts, and assorted knickknacks. At the northern end of town is a great cluster of stores hawking the predictable tourist detritus, plus some things not so expected, such as restaurants serving buffalo and rattlesnake, as well as shops that can outfit a tinhorn in complete and authentic 1880s garb and gear. Okay, so I do have a small yet compulsive penchant for that Wyatt Earp thing, but it looks good on the bike.

Route 89A, the main thoroughfare through Sedona, snakes up Oak Creek Canyon. It's simply one of the most stunning roads in the world. Climbing north toward the college town of Flagstaff (about an hour's ride and 3,000-foot rise in elevation to 7,500 feet), Oak Creek has cut a twisted canyon for some 15 miles before the road



FREE CHARM CATCHER PENDANT
WITH \$100 PURCHASE OF MOD JEWELRY

A \$30 RETAIL VALUE!
Visit WWW.MODJEWELRY.COM/HDGIFT
For Details and a List of Participating Dealers

1. HDN0195 2. HDN0192 3. HDR0226 4. HDR0222

Items appear larger than actual size.



Epilogue

Ghost Hunting in Biker Town

Some 25 miles southwest of Sedona is the mile-high historic mining town of Jerome. The picturesque hillside village of some 330 residents was a wild city of guiltless sin, once described as "... a decadent rookery of saloons, dens, and cribs ... infested by drifters, killers, gamblers, and tarts," by historian Herbert Young. So, what's the problem?

Founded in 1883, the town was forged from hellfire and molten metal, later boasting the richest copper mine in the nation and earning the moniker, the "Billion Dollar Copper Camp." At its peak, the population topped 15,000, an unimaginable number for a town a little more than a half-mile in area.

Jerome was literally built on the copper mines, a latticework of tunnels under the feet of the bustling hubbub. Rising 2,000 feet at a 30-degree incline from central Arizona's Verde Valley, the town's frame houses were hammered into the slopes of Cleopatra Hill, precariously propped up with the same timbers that shored up the mineshafts.

Through decades of boom and bust, the mines finally spent out in 1953. Within months, little was left but the skeletal remains of saloons, gambling halls, and brothels. Squatters moved into abandoned buildings and rebuilt.

Jerome became a kind of outdoor museum - a monument to its dirty, backbreaking, hard-liquor past. Once proclaimed, "the wickedest town in the West" in the February 5, 1903 edition of the *New York Sun*, it gradually became a hippie haven by the '60s, and later a tourist stop. Where once there were diggers spending lonesome days pulling raw metal from the earth and lawless nights quenching a fierce thirst for whiskey and women, there are now modern motorcyclists making donations to the boutiques and saloons.

Most weekends from roughly March through October, bikers ride in to cool their dusty throats in the Spirit Room, a spooky little saloon. They also browse the galleries, buy an evil-looking T-shirt, maybe eat at the Haunted Hamburger, and, sometimes on very dark nights, ask the ghosts to come out and play.

erupted a mere 900 years ago. There have been times, though, during some late-fall rides, when I wished the old volcano would spew out a few shots of nice, hot lava to warm me up. In the desert, temperatures can drop sharply within a few hours of sunset. Summers can cook you like the dry heat of a pizza oven and chill you to the bone at night. For all its staggering beauty, this is an unforgiving place, but one that will change you forever. **HOG**

.....
Industry veteran, Joshua Placa, is the former editor of Cruising Rider magazine. He has written for a number of national moto mags, as well as contributed to major dailies across the country and a variety of travel publications. He is the editor of jpBLVD.com and can be reached at joshua1@npgcable.com.

For More Information

Sedona Tourism Bureau

www.visitsedona.com
www.sedonachamber.com
800-288-7336
928-282-7722

Tuzigoot National Monument

www.nps.gov/tuzi
www.nps.gov/nr/travel/amsw/sw17.htm
Visitor Center: 928-634-5564
Park Headquarters: 928-567-5276

Montezuma Castle National Monument

www.nps.gov/moca
Visitor Center: 928-567-3322
Park Headquarters: 928-567-5276

Jerome

www.azjerome.com



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

**Work on something you believe in.
Become a Harley-Davidson technician at MMI.**

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



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

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

Mean What You Say

Dark and Decoded 2010 Dyna® Wide Glide®

What does a custom motorcycle say? Wearing a palette of black with key chrome highlights, this Dyna Wide Glide speaks the language of the street.

Unmistakable in its old-school chopper heritage, this reborn Wide Glide talks extra tough, thanks to key selections like the black handlebar and controls, engine covers, air cleaner, and exhaust system.

And standing in daring contrast is a chrome front end that screams its presence, drawing extra attention to the Wide Glide's signature raked-and-spread forks and 21-inch by 2.15-inch front wheel.

These and other custom touches declare in perfect harmony what's possible with Genuine Motor Accessories and Motor Parts.

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





SOME
TO
TALK
A

By Mike Zimmerman
Photos by Victor Fisher

THING
TWO BROTHERS SEARCH
FOR COMMON GROUND
ON TWO WHEELS
K
BOUT



“THIS IS NOT THE SORT OF RIDE Fritz would want any part of,” I thought. But in that weird adventure-seeking sort of way most riders understand, I was enjoying the “hardship” of it: It was almost June, I was in “sunny” California, but I was colder than I have ever been on a motorcycle.

I was riding west across the Santa Lucia Mountains, approaching the Pacific Ocean and the small coastal town of Cambria. From there I would turn north and head up the Pacific Coast Highway to San Francisco. As I climbed higher, the temperature dropped further and the fog got thicker. By the time I crested the pass I could scarcely see 30 feet in front of me.

The Fat Boy® I was riding had no windshield, and I was not properly dressed for the cool, damp air that seemed to be

ONE THING WE DO SHARE IS RIDING. EVEN SO, IT'S WITH VERY DIFFERENT ATTITUDES.

blowing clear through to my bones. By the time I began the descent, my legs were trembling, my knees literally knocking against the cold steel of the sparkling red gas tank.

Warming up in Cambria, greedily clutching a hot cup of coffee in my slowly thawing fingers, I thought about what lay ahead: two days of riding in and around San Francisco with my brother Fritz. The thought was not a warming one.

Eighteen months younger than I, Fritz was *born* bigger than me (as he put it). He was also born much smarter (as I put it). More creative. And certainly more stubborn. He was the little brother I never had, and I always resented what I felt was my lost big brother birthright. We fought like Cain and Abel – though neither ever quite managed to land a fatal blow.

As adults, we could hardly be more different. We apparently share some DNA, but beyond that there's not much. We have substantially different views on politics, God, music, urban living, you name it. We keep in touch but seldom have much to talk about.

One thing we do share is riding. Even so, it's with very different attitudes. Whereas I ride (a Harley®) for the joy of it, seeking out beautiful wide-open spaces whenever possible, Fritz rides (a metric bike) primarily because it provides convenient, economical, easy-to-park transportation in the city.

Lately, for various reasons I'll get to, I've thought the time might be right to do some long overdue brotherly bonding. And that perhaps a motorcycle ride could help break the ice.

With my core temperature creeping toward 98.6 degrees once again, I mounted up and pointed the Fat Boy north on Highway 1. “How could any normal person prefer riding on crowded city

streets to *this*?” I asked myself as I wound my way up the beautiful coastline.

But then, “normal” is not a word anyone has ever used to describe my brother.

A FAST START

Honestly, I didn't expect him to ride so well. At least not so confidently. For some reason (probably because he's my dumb kid brother), I had gotten it into my head that I'd have to hold his hand a little this weekend. But as I watched him pull away from me on that beautiful black Heritage Softail® Classic, I realized I had underestimated him.

We had arranged for him to use a bike from Dudley Perkins Harley-Davidson in South San Francisco for the weekend, sort of a test ride. His water-cooled V-twin – which seemed to show wear and tear beyond its three years – was bigger than I had imagined, so the size of the Harley did not throw him. After a few practice laps around the parking lot, getting used to the feel of the controls, he took off – and I hurried to keep up as we headed into the city.

Things suddenly felt a little backward. In making plans for our weekend of riding, he expressed a genuine reluctance to go outside the city. In particular, he said he absolutely *would not* ride on Highway 1 north of the Marin Headlands. So I had him pegged as a timid rider.

I, on the other hand, find the city traffic he braves on a regular basis somewhat frightening. And here he was showing no fear. As I said, we're different. *He's* different. Always has been and proudly so.

Raising him, trying to figure him out, was a constant challenge for my parents. The “parenting techniques” that worked on me and our older sister often backfired with Fritz. Meanwhile, I was definitely my father's son. Dad and I clicked in a way he and my brother never did. And I suspect Fritz resented what he felt was a deficiency of quality attention as a result.

While I attended public high school, he went to University (of Illinois) High School, a laboratory school for gifted students. Its basketball team was famous for its ungodly long losing



streak, something the student body seemed to take a perverse pride in. Despite being brilliantly creative, he struggled at the school, which was better at creating engineers and scientists than poets and artists.

It was at “Uni High” he decided to change his identity. Bored with his given name, he stopped responding to it, instead answering only to “Fritz,” and putting that new name on all his homework and papers. Through the sheer force of his formidable will he eventually succeeded in changing his name.

Fritz has been through a lot since then. A few years of college. An abbreviated hitch in the Army. A move to San Francisco. A stint in rehab. Treatment for depression and a bipolar diagnosis. Traumatic unrequited love. In short, his search for happiness in life has, until recently, gone largely unfulfilled.

I thought about all these things as he led me through the city he loves. But mostly I thought about our ride. Despite the frustrations of urban riding, I couldn't help but enjoy my ride through one of the most beautiful cities in the world.

The first place he took me was an iconic row of colorful houses known as the “Painted Ladies.” They're perched on the side of a hill with the city skyline in the background. You've probably seen them; they've been in many commercials, TV shows, and movies.

From there he led me to the famous Haight-Ashbury district – “where the '60s happened,” as he put it. We parked the bikes and walked around a while. Interestingly, San Francisco actually encourages you to park your motorcycle, perpendicularly, *between* parked cars to save space. In this sense, the city is very motorcycle friendly.

Brother to Brother

Though I certainly wouldn't want to live there, Haight Street, with its psychedelic head shops, New Age "boutiques," and bookstores, was a nice place to visit. I spotted a tattoo and piercing parlor called "Mom's Body Shop," and instructed Fritz to light a cigarette and strike a pose in front of the sign. "This is for Mom," I said. "And it's the *only* time I'll ever encourage you to smoke!"

VIEW FROM THE TOP

"If I could afford to live anywhere in San Francisco," Fritz said, "it would be up here."

Tank Hill. It's one of the highest hills in a very hilly city, and the view was indeed spectacular. What the houses there must cost I don't even want to know.

Fritz moved to San Francisco in 1987, not long after getting out of the Army, and took an instant liking to it. He's worked



at the same place – he keeps track of all the court dates in a big law firm – pretty much the whole time. He's also a talented cartoonist, though he doesn't seem to have any desire to make a living from this passion.

He took me to the firm's offices in the Russ Building, once the tallest building west of the Mississippi River. These days, the 32-story State Historic Landmark, built in 1927, isn't even the tallest in the city. But the view from the roof is still tremendous. Sorry, you have to "know somebody" to get roof access.

Late in the afternoon we visited the North Beach area and Maggie McGarry's Irish Pub, his regular Tuesday night watering hole. It was there his life changed significantly last October. He met a woman. From Australia. Not an Australian woman living in San Francisco, mind you; an Australian woman *visiting* San Francisco. They struck up a long-distance romance, and his life has been something of a whirlwind ever since, with lots of

texting, large phone bills, and extended visits to opposite sides of the world.

Did I mention my brother never seems to do things in the "ordinary" way?

It's difficult to say, however, whether this new relationship is the *cause* or the *result* of a newfound happiness in his life. Probably a little of both.

Sometime last year, Fritz decided to go off his meds, and a funny thing happened: He got better. He explained to me (as it was explained to him), that in rare instances, certain types of anti-depressants can *permanently* alter one's brain chemistry, making it unnecessary – and perhaps counterproductive – to keep taking them.* This appears to be what happened with him. As a result, he says it's basically the first time in his life he hasn't felt a black cloud hanging over his head. He's a very different person – much more upbeat and outgoing – than he was just a short time ago.

Sometime after that, he met Karen. And it's easy to imagine that the spark between them may not have ignited with the "old Fritz."

**Neither Fritz nor I is an expert. Don't go off your meds without consulting your doctor!*

THE STREETS OF SAN FRANCISCO

On Sunday we arose before dawn to spend some time in the early morning light with a photographer. We visited the Embarcadero district; the financial district; Chinatown; and Lombard Street, a.k.a. "the crookedest street in the world." It was eerie riding through the nearly empty city at that hour. It was also a great pleasure.

San Francisco, of course, is known for its many steep hills, which have led to the premature death of many a clutch. Again I was impressed by how unfazed my "little" brother was. He zipped up, zipped down, and stopped and started at steep intersections with ease. He was definitely in his element, much more so than I.

But I am forced to admit: If I lived in San Francisco, I would probably ride everywhere. And grow to love it.

Eventually we made our way north across the Golden Gate Bridge and up to Sausalito, where we stopped for coffee before parting company with Victor, our photographer. It was there something happened I thought I'd never live to see: Fritz changed his mind. He said if I really wanted to ride on Highway 1, he would gather up his courage and go for it.

After I picked myself up off the floor, we set a course for Stinson Beach and hit the road.

At first, I thought maybe we'd made a mistake. There was a lot of traffic on the early stretches of the road: buses, bicycles, and slow-moving cars. It was not exactly what I had in mind. But once we cleared the city and moved closer to the coast, it opened up considerably. From there it was just what I had hoped for and

»



Make Your Holiday Wish List a Reality.

Your bike. Your passion. Your ring.

Design your ring today at jostens.com/harley-davidson to make sure your holiday wish comes true.

Sold exclusively through participating Harley-Davidson® dealerships and dealer websites.



Brother to Brother

my brother had feared: lots of cliff-hugging twisties and beautiful views of the ocean.

It was very interesting, however, to watch Fritz rise to the challenge. We made our way slowly through the tight curves and, though traffic was light, pulled over as needed to let traffic pass us from behind. He even confessed to enjoying himself. He told me he had unfairly judged this road based on a couple of bad experiences years ago. He once put his bike down pretty hard in a gravel turnout trying to let someone pass. The other time was at night, and the tight turns and sheer drops into the blackness had left a lasting impression. But his fear had clearly ebbed – in part, he later told me, because he realized he had been too timid on previous rides.

Before long, a small town appeared below us on the water's edge, and we worked our way down the hillside and into Stinson Beach.



BROTHER TO BROTHER

As eager as I usually am to avoid conflict or confrontation of any kind, it had been my intention for this trip to have some frank discussions with Fritz. I wanted to talk about Dad, who died when we were both in high school. I wanted to understand how the man I remember so fondly could produce such antipathy in my brother.

A few years previously, at the end of a (car) ride to the Milwaukee airport, I asked him: "Do you ever wonder what it would be like if Dad hadn't died?" Fritz didn't hesitate. "I doubt we'd be speaking," he said flatly.

The answer shocked me. I didn't know what to say. A few largely silent minutes later, I dropped him off at the airport and gave him a cursory man-hug. We never broached the subject again.

So far on my California visit I had done a good job of avoiding touchy subjects. But I was determined to get to know my brother better, and our time together was running out.

Despite the overall deliciousness of the pulled pork sandwiches we each ordered, our late-afternoon lunch at the Sand Dollar Restaurant was not the most pleasant meal I've ever had. Fritz and I talked openly about life, religion, our childhoods, and, in particular, our dad. Some of the things he said were very enlightening. Some of them made me sad. A couple of them hurt me. At one point he became so agitated that I felt compelled to ask him to calm down.

We had agreed before I came out that he could speak freely (and "on the record" – he granted permission to write about anything we talked about) without me casting judgment. Still, our conversation shook me up a little. It certainly gave me some things to think about on the ride back into the city.

SEPARATE WAYS

We made one more stop before returning his Heritage and parting company, at the Palace of Fine Arts in the Marina district, where he kinda/sorta apologized for getting so worked

up at lunch. He realizes he gets very intense, he said; it's just how he's wired. To him, becoming animated was evidence that we were talking about something that mattered. I told him I understood, that it was fine.

And it was. The truth, of course, is that our dad was not perfect; I have simply chosen to remember him so. My lunch with Fritz reminded me of that. When Fritz resisted his parenting, Dad responded in the best way he knew how: by being steadfast and firm. He gave Fritz no choices and no input, which, in retrospect, seems like a bad thing to do to such a creative and intelligent child. I can't help but think that as a result, Fritz today rejects many of the things my father most wanted him to love, from God to vegetables.

The conversation also gave me fresh insight into parenting my son Jack, now 7, in whom I already see some very Fritz-like traits: he's intelligent; creative; sensitive; and stubborn, stubborn, stubborn. Lord help his mom and me!

That evening, saying good-bye outside Fritz's apartment (a three-bedroom flat shared with two other people/couples ... it's a little confusing, frankly), I gave him a sincere man-hug and told him I had enjoyed my visit. He said he had as well. And even though you always say such things after a visit, I sensed we both meant it.

For us, it seemed like kind of a big deal.

I still don't feel like I really understand my brother too well. I'm not sure we're ever going to be close. But I understand him better than I did before the visit. And it was great to get a closer look at the city he loves – and the life that is finally starting to make him happy. The gap between us still feels pretty wide, though now it's a little more clearly defined.

We rode together – and it mattered. We now have one memorable shared experience in the books. Something to look back on in the years to come. Something to talk about. And that's a start. [HOG](#)

HARLEY-DAVIDSON®



TIMEPIECES BY BULOVA

Built to endure, whatever the challenge, Harley-Davidson® Timepieces by Bulova express the classic style and legendary quality of two of America's most honored companies. With bold Bar and Shield logo dials for proud display, the newest designs include a classic leather strap model with orange accents and sandblasted detailing (#76A132, \$135), and a distinctive open-link bracelet highlighting a trio of classic Harley-Davidson logos (#76L145, \$185). Crafted of stainless steel, each offers luminous hands and water resistance to 50 meters.

L to R: 76L145, 76A132



HARLEY-DAVIDSON
OFFICIAL LICENSED PRODUCT

Please contact your local Harley-Davidson® Dealer for more information or call U.S. only Toll Free: 888-980-8463

Manufactured by Bulova Corporation under license from Harley-Davidson® Motor Company. ©2009 Harley-Davidson®, All Rights Reserved. Registered Trademark of Harley-Davidson® Michigan, Inc. www.harley-davidson.com

DAVE IN STUDIO 004



ROCK 'N' ROAD

DAVE GROHL (of Foo Fighters and Nirvana fame)
ON HARLEYS® AND HIS LOVE OF THE OPEN ROAD
- OUTTAKES FROM THE DANNY CLINCH SHORT FILM **EVERYTHING SONIC.**
([youtube.com/kwleydavidson](https://www.youtube.com/watch?v=KwleyDavidson))

I first started riding about 20 years ago, when this punk rock band I was in came [to Los Angeles]. Before Nirvana. The singer and guitar player were brothers, and their sister was a mud wrestler at the Hollywood Tropicana. She lived in this house with a bunch of other mud wrestlers in Laurel Canyon, and ... we had no money when we came here [so] we would sleep on her floor. One of the "dancers" had this Honda Rebel, I think it was. And it was just sittin' there drippin' oil in the garage. So I would ride around at night through the Hills, and I'd look at these big fuckin' houses and wonder, "I wonder what band lives in that one." I'd ride around all night, and I'd wake up in the morning and my eyes would be so fuckin' swollen and just filled with bugs from riding around all night dreaming about being in a band that made it ... and having a motorcycle ... and riding around the Hills in Los Angeles. Every time I ride around the Hills [now], I think about when I was [young], dreaming about riding around the fuckin' Hills in Los Angeles on a real bike.





One of the coolest things about Harley-Davidson® motorcycles [is] the attention to detail the Harley people focus on. I was amazed when we went to their headquarters and factory on this Willy Wonka tour. The room where they test the sound ... it's this massive, massive room about the size of [a] warehouse, acoustically treated so it's soundproof. We walked in there, and they had a bike in the middle of the room and [around] the perimeter of the room was, like, 50 to 100 microphones, all pointed at the bike. That's where they tweak the sound of the bikes, you know? Because each one has to have "that" sound. For a guy in a band who has his own studio and pays a lot [of] attention to everything "sonic," that was pretty cool. I don't know how many people [get to] do that, but I was blown away. **HOG**



DAVE'S BIKES

HARLEY-DAVIDSON



CVO™ ULTRA CLASSIC™
ELECTRA GLIDE™

CVO™ FAT BOB™

CVO™ STREET GLIDE™

CVO™ SOFTAIL™ CONVERTIBLE

YOU'VE NEVER BEEN ANY GOOD AT MAKING SACRIFICES. NEITHER HAVE WE.

Introducing the world's most exclusive factory customs: *the 2010 Custom Vehicle Operations™ collection.*

Go to www.h-d.com/cvo or visit your local dealership to learn more. Call 1-800-LUV2RIDE for a free copy of the 2010 Custom Vehicle Operations™ brochure (99556-10CVO).



© 2009 H. D. Harley-Davidson and the Bar & Shield logo are among the trademarks of H. D. Michigan, LLC

CHILLED TO THE CROSS BONES

In South Dakota, not very many people ride year-round – but I do. I always have. Some people think I’m nuts, but if you take the right precautions it’s really not that big a deal. I wear heavy long johns under my jeans, thick socks, mittens, a hooded sweatshirt, jacket, facemask, scarf, and cap. That’s about it. Nothing electric.

I’ve been riding for more than 30 years, but I got my Cross Bones™ in 2008, as a Father’s Day present to myself. It’s a great ride and handles very well on the snowy streets. My ride to work is about 35 miles each way, but I’ve never had an accident. The only problem is when I’m wearing my big mittens it’s hard to flip off drivers – like crazy photographers trying to run me off the road with their four-wheel drive trucks!

PAT LUISI
BLACKHAWK, SOUTH DAKOTA





PRETTY IN BLACK

Even though I had never ridden a motorcycle, I always dreamed of having a Sportster® not a car. So I was thrilled to get a Harley-Davidson® Sportster Low for my 16th birthday. It was a great surprise! I took the Rider's Edge® class immediately – it was a women-only class, which made it fun and stress-free. I like riding to school, around town, and at the beach. I enjoy the reaction from people when they realize a “girl” my age (I recently turned 18) is riding a Harley.® I receive a thumbs-up from both women and men.

I'm now a senior in high school and will be attending college next year, majoring in mechanical engineering. Maybe one day I'll be working in Milwaukee alongside other innovative engineers. But between now and then my Sportster and I have many roads to travel.

ASHLEY WEST
CLAYTON, NORTH CAROLINA



ONE WITH THE ROAD

See anything unusual about this photo of me on my 2008 Sportster Roadster? It was taken in June 2009 on U.S. 421 near Shady Valley, Tennessee, which is part of the “Snake” – a combination of 421 and Tennessee highways 91 and 133. It features 489 curves within a 12-mile radius of the Shady Valley Country Store, where riders congregate to ride the Snake. My riding buddy, Jeff Naber, snapped this photo of me as I rode by. Look how the white road stripe blends perfectly into the reflective stripe on my touring bag. Have you ever seen a better example of a rider becoming “one with the road”?

JIM WELLS
DENTON, TEXAS



RIDE LIKE A ROCK STAR

I've been in the hairstyling industry for a long time – I own an upscale salon in Boston, and I'm also a photographer. But I've been riding motorcycles even longer, more than 20 years. Recently, I took my receptionist, Brigid Nastasia (who also models), out for a photo shoot on my 2005 Heritage Softail® Classic. The locale is an industrialized area near the salon called the Seaport District. Everyone who sees it says, “Wow!” The problem is, I can never be sure if they're reacting to Brigid or my bike!

SANDY POIRIER
QUINCY, MASSACHUSETTS

UNEMPLOYMENT OPPORTUNITY

I lost my job in May 2009 and had the itch to take a ride out West. It was difficult to find a riding partner on short notice, but I didn't want to lose the opportunity so I set out solo from Florida on July 1. After many miles of scorching heat and a lot of stops, I made it to Big Bend National Park in Texas. I then headed north to cool down a bit and went through New Mexico, Colorado, Utah, Wyoming, and South Dakota – the Black Hills, of course.

Time to go home and see about finding a job, I finally told myself. I rode 7,000 miles in 19 days and loved every minute of it. Unfortunately, it's hard to get time off sometimes, and I had to get laid off in order to take it.

Now that I'm employed again, it may be a long time before I can take a long vacation again. Oh well. I love my Harley and the freedom it provided at a difficult time.

PAUL CARLISLE
MARCO ISLAND, FLORIDA



RIDING REFLECTIONS

Six years ago I found myself the owner of a beautiful 2002 Harley-Davidson Fat Boy,® courtesy of a failed relationship (and glad my name was on the purchase and sale agreement!). I had never ridden before but decided to start. Many were leery that a Fat Boy might not make a good beginner bike, but it was love at first ride and that has never dwindled. This shot was taken by the new man in my life, Rick Plummer, who has a love of photography and now, as a proud new Road King® owner, a love for riding to match my own. We hope you enjoy it as much as we do!

SHANNON KASHINSKY
SACO, MAINE



TO RIDE AND PROTECT

I have dreamed of owning a Harley-Davidson ever since I learned how to ride a motorcycle. And now I'm the proud owner of a 2009 H-D® Cross Bones. As you can see, I'm also a police officer with a lot of tattoos. Even though I fight crime I'm still a biker at heart.

DENNIS BASONIC, SR.
STELTON, PENNSYLVANIA



MOTORCYCLING MEMORIES

I found out the day before I left for the Ride Home to Milwaukee in August 2008 that I was going to be laid off by the end of the year. I knew then that I had to make it a memorable trip since I wasn't sure what the future would hold. It had already been a memorable year, as I graduated from my 2006 Sportster to a 2008 Road King® I named "Elvis" (because I'm riding "the King"). Being in Milwaukee for the 105TH Anniversary was amazing, of course. But it was another "gift" that made the trip truly special.

I was riding through Illinois toward Louisiana on the way home when I passed a huge convoy of electric trucks. I realized they were on their way to prepare for the aftermath of Hurricane Ike. It was then that I was overcome with emotion as I thought about what a great country we live in. In times of need, this country pulls together to help one another out. This helped me realize that regardless of the uncertainty of my own future, everything would be all right. I have my health, my family, my friends, and, of course, Elvis.

Some people say, "Ride it like you stole it." I say, "Ride it like you own it." You never know what great memories will happen until you do.

CAROL RYNEARSON
 SAN ANTONIO, TEXAS
 GRAND PRIZE WINNER, 2008 LADIES OF HARLEY®
 MOTORCYCLING MEMORIES CONTEST



VALLEY RIDER

Riding in the Atacama Desert in Chile during a 10,000-kilometer coast-to-coast ride, from São Paulo, Brazil to Cusco, Peru.

FABIO HIGUCHI
 VALPARAISO, BRAZIL

REPLICAS *for all* **OCCASIONS**

HARLEY-DAVIDSON
 OFFICIAL LICENSED PRODUCT



14+
 THIS PRODUCT IS NOT INTENDED FOR PLAY AS A CHILD'S TOY



DIE-CAST PROMOTIONS®

Also available:
 Touring, Softail®, Police, Major League Baseball®, and Collegiate Team Models and Personalized Tractor Trailers! Visit our website for more information!



WWW.DIECASTPROMOTIONS.COM

Die-Cast Promotions® proudly presents these precision-crafted authentic die-cast metal Harley-Davidson® replicas. The spirit and quality of Harley-Davidson is captured in exquisite detail, high-gloss finish, and meticulous craftsmanship. Get yours at your local Harley-Davidson® dealer, or visit the Die-Cast Promotions website to order.



#81073 - 1:12 Scale FLSTC Heritage Softail® Classic Red Hot Sunglo

REPLICAS *for all* **OCCASIONS**



First Ever Personalized H-D® Tractor Trailer!
 Check your local dealer or our website for more details:
www.dcppersonalized.com



Enter Discount Code **HD10** on our website to receive a **10%** discount on Personalized Tractor Trailers



BACK IN THE SADDLE

In December 1965, our father, Chane F. Balog, purchased a 1966 Harley-Davidson FLH Electra Glide.® He and Mom, Esther, rode the bike until Dad's death in 1985.

Over the past six years, my brother, Chane K. Balog, and I had the bike restored to virtually mint condition, including the original color. The only change we made was some engine work and – like any good enthusiast – adding more chrome. After the rebuild was complete in March 2009, I had the bike shipped to my home in Kansas. Two weeks later I took it to my brother's home in Arizona so he and Mom could see it. Though she is now 84 years old, I had the great pleasure of taking her on her first motorcycle ride in many years. Seeing her on the back of Pa's bike again was a great joy. A day I'll never forget.

CLINT R. BALOG
WICHITA, KANSAS

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.



Best Western
Rewards®



Let's get to the points.sm

Ride... Rack'em up.



H.O.G.® Members Receive Platinum Elite Status with Best Western

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

As a H.O.G. member you'll receive:

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

You'll also enjoy additional benefits such as a wipe down towel at check-in and access to a washing station for your motorcycle when you stay at one of our rider-friendly hotels. There are over 1,200 rider-friendly hotels in the U.S. and over 85 in Canada*. We look forward to seeing you on your next ride!

ENROLL & BOOK TODAY

www.bestwestern.com/hog | 888.BW2BIKE (888-292-2453)



*Number of rider-friendly properties may fluctuate throughout the year. Best Western Ride RewardsSM is owned and operated by BW GCCL, Inc., a wholly owned subsidiary of Best Western International, Inc. Each Best Western® hotel is independently owned and operated. Best Western and the Best Western marks are service marks or registered service marks of Best Western International, Inc. ©2009 Best Western International, Inc. All rights reserved. Harley-Davidson, Harley, H-D, the Bar and Shield logo and H.O.G. are among the trademarks of H-D Michigan, LLC.



MotorClothes® Hi-Vis Rain Suit A Loud Shroud

BY JOHN SANDBERG

With record low temperatures in the Midwest this summer and my uncanny knack of planning rides that coincide with major rainstorms, I've gotten extensive use of what was supposed to be a "just-in-case" Genuine MotorClothes® apparel purchase: the Hi-Vis Rain Suit.

An increasingly popular category of outerwear, the Hi-Vis line combines a high-visibility orange base with ample 3M® Scotchlite® reflective material on the arms, chest, back, and legs to make riders stand out to other motorists. Options include a rain suit, two jackets, vest, gloves, and hat for men, as well as a jacket, vest, and rain suit for women.

My experience involves the Rain Suit (P/N: 98275-08VM, \$150), a jacket/pant combo constructed from waterproof nylon, with a mesh lining for added comfort.

The jacket offers a double storm-flap zipper front, three pockets, and a stretch-fit hood that fits under helmets or zips into the collar. The pants feature heat shields on the inside leg, anti-slip traction on the seat, stirrups, removable suspenders, three-quarter-length leg zippers, and a thigh pocket.

Bottom Line

I'm impressed. For \$150 I got a great rain suit, a highly visible outer layer, and an extra layer of warmth. Such multi-functionality appeals as much to my sensibilities as it does my wallet.

While these objective qualities are worth the price of admission, a subjective quality of Hi-Vis is equally important: confidence.

In low-visibility situations like rain and low light, I ride more confidently when I believe others see me. That confidence makes me a better rider, which in turn makes me a safer rider.

That's the difference one layer can make.

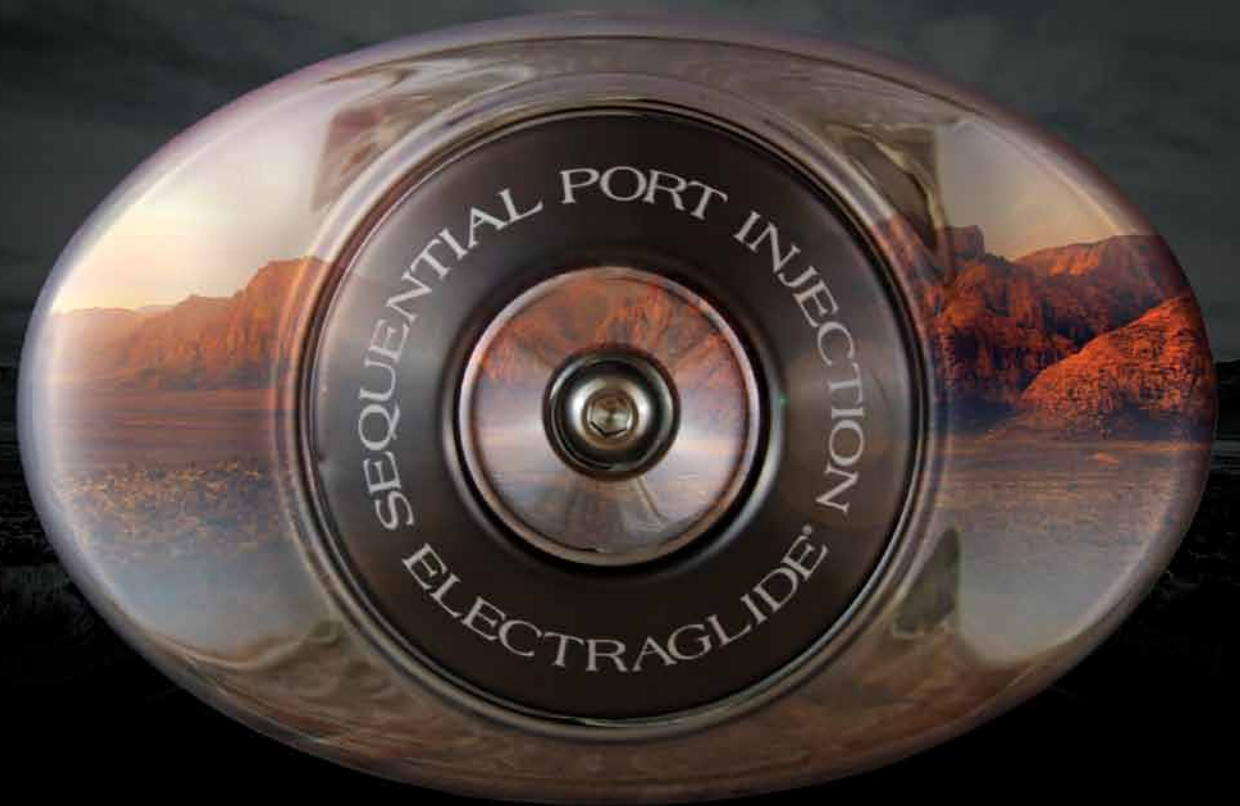
Road Test

After six months of riding with the Hi-Vis Rain Suit either packed on my bike or worn over my regular gear, here's what I've learned:

- **IT'S EXCEEDINGLY VISIBLE.** Somehow, H-D figured out how to make blaze orange look good.
- **IT'S HIGHLY REFLECTIVE.** When I ride in the rain, I want massive neon lights flashing around me and my bike. Hi-Vis gear is the best alternative.
- **DRY IS IN THE DETAILS.** Wearing the hood under my helmet all but eliminated rain from seeping into my neck area.
- **IT PACKS DOWN COMPACT.** Carrying it in a saddlebag is convenient and didn't displace other essentials.
- **WORN AS AN OUTER LAYER,** it allowed me to ride comfortably in temperatures 10-15 degrees colder than my usual threshold.
- **VISIBILITY BOOSTS MY CONFIDENCE.** Especially during autumn, when Midwest motorists are even less aware of motorcyclists.

WARNING

NEVADA JUST MIGHT TAKE YOUR BIKE'S BREATH AWAY.



Breathe it all in as you follow the blacktop past incredible natural wonders like Cathedral Gorge State Park, jaw-dropping scenic beauty of Red Rock Canyon and historic landmarks in Genoa. It's easy to see why a ride in Nevada is a breath of fresh air.

Download the **Nevada Rides Guide** and order your **FREE** Nevada Visitor Package at TravelNevada.com/HD or call 800.370.3927.

nevada



1



2



3

Personalized Protection

For most of their history, motorcycle helmets have been as much about self-expression as head protection. Which is good – because the earliest helmets didn't provide much of the latter.

Back when football players wore soft leather helmets, motorcycles were just starting to dot the American countryside and city streets. Speeds were low, and “heavy traffic” sometimes meant two vehicles within sight of each other. Accordingly, the first “helmets” were made of thin leather or cloth, and primarily succeeded in keeping the wearer’s hair in place. As it does so often, racing led the way in head protection technology and popularity, and by the 1950s and ’60s helmets were worn by all kinds of motorcycle riders.

In the first years that Harley-Davidson offered a hard-shell helmet, starting with 1958, two of three total choices were aimed specifically at police officers and racers. For the next 13 years, self-expression took a back seat to safety: You could buy your H-D® helmet in any color you liked, so long as it was white. By 1971, multiple colors were offered, but the styles remained limited (unlike today, when a

wide variety of styles and colors is available).

Leave it to Harley® riders to come up with their own ways to express themselves through creative headwear. Some of their creations – such as the helmets pictured here – are now preserved for posterity at the Harley-Davidson Museum.



4

The Helmet Project

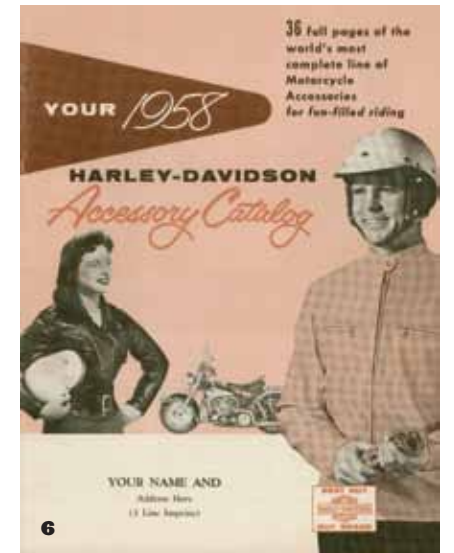
With the trail now blazed by these and other creative riders, the Harley-Davidson Museum will host *The Helmet Project*, an exhibit jointly created with the Milwaukee Institute of Art and Design (October 22 to November 8, 2009). Students from both industrial design and fine arts disciplines will provide their own unique takes on the motorcycle helmet, with a variety of one-of-a-kind helmets

from the Museum’s collections on display, as well. For more details, visit www.h-dmuseum.com.

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



5



6



7



8

- 1) Replica of the helmet worn by Peter Fonda’s “Wyatt” character in *Easy Rider*. Matches the motorcycle’s red, white, and blue paint.
- 2) Felix Predko, builder of the Harley-Davidson Museum’s “King Kong” motorcycle, came up with a variety of custom helmet designs. One is a modified batting helmet with front and rear visors and hand-worked metal trim; another features rear brake and directional lighting.
- 3) Replica of Evel Kneivel’s signature helmet.
- 4) Page from the 1920 Accessory Catalog showing very early headwear.
- 5) Early H-D racing team member Maldwyn Jones, about 1915. Helmet appears to be crudely stitched leather.
- 6) Cover of the 1958 Accessory Catalog, the first year H-D sold hard-shell helmets to the general public.
- 7) Racer Bo Lisman had a signature helmet with checkered flag motif. (It’s possible that having an utterly unique helmet made the racer easier to spot by team members, crew, racing officials.)
- 8) Rider/H.O.G.® member Arlen Strehlow, a.k.a. “The Guy With The Horns” or TGWTH as his calling card stated; 1998.



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

The Heart and Soul of Harley

By Keith Wandell

When you live in Milwaukee, as I have for much of my working life, it's impossible not to see the passion and enthusiasm that Harley-Davidson owners have for their motorcycles and the good times that go with them. You simply can't live here, amid the huge anniversary celebrations and H.O.G.® events, and with this brand and this company such a prominent part of the local landscape, and not have it make a strong impression.

Through the luck of timing, I was able to spend my first day on the job at Harley-Davidson, May 1, at H.O.G. Primary Officer Training in Orlando. Talk about an eye opener! Where before I had been impressed by all the enthusiasm for the brand from the sidelines, I was now seeing firsthand, up close and personal, the truly deep and heartfelt passion you - our most loyal and dedicated customers - have for the Harley-Davidson® motorcycling experience. I saw that not only are you passionate about riding, you're passionate about every detail of our products and where we're headed with future generations of motorcycles. And I saw that the chapter officers take enormous pride in and care deeply about H.O.G.'s - and the Motor Company's - ongoing success.



Keith (center) with his brother, Mike (right), and H.O.G. Events Manager, Joe Dowd.

I came away from Orlando thinking, *WOW*, there's not a company in the world that wouldn't die to have the loyal customers we have. Not a bad first day on the job by any measure!

Fast forward a few weeks to CLUB H.O.G. OKC and a summer Oklahoma heat wave that should have melted the enthusiasm of even the most die-hard H.O.G. members. But instead, I was simply amazed by the number of people I met, and your passion for the event and for talking about your motorcycling experiences. Some of you told me about every motorcycle you've owned. Others spoke of how connected you feel to the Motor Company and our employees.

CLUB H.O.G. OKC reinforced that *WOW* for me in terms of the passion and loyalty of H.O.G. members.

Mention summer and motorcycles, of course, and two other words immediately come to mind: road trip. Although I had ridden motorcycles quite a bit when I was younger - often "borrowing" my brother Mike's two wheels when he wasn't around - it was Mike who went on to become the avid lifelong rider and longtime H.O.G. member. But in early August, with Rider's Edge® training and three

months of local riding under my belt, I hit the road with Mike, Willie G. and Bill Davidson, and a few others headed to Sturgis.

Like most of you, my first road trip is one I'll never forget. What an incredible feeling to open up the throttle, wind and sun and a thousand miles of mostly two-lane ahead! It was yet another amazing experience, the closer we got to the Black Hills, to be part of the growing throng of riders, to see all the ways people express themselves through their motorcycles, and to now be part of that shared bond with Harley-Davidson riders from all around the world. Of course, like any good road trip, the road stories live on (ask me sometime about how our "expert" navigator took us around in circles for about a hundred extra miles of back road riding).

Frequently, H.O.G. members stop at Harley-Davidson's Juneau Avenue home when they go touring, and one day this summer I had an opportunity to talk with members of the Black Hills H.O.G. Chapter when they came through Milwaukee. One thing that stands out about that conversation was their keen interest in how Harley-Davidson is going to perpetuate H.O.G., and bring in younger and more diverse members. And again, I thought to myself, *WOW*, here are customers who really care about the organization and seeing it succeed long-term.

That's a great feeling - to know we have that kind of support and love for Harley-Davidson from you. And as you know, we're keenly focused on protecting and enhancing the brand through new products and by expanding our customer base. We're focused on doing so in ways that respect the things that have made the brand great, but which also are relevant and meaningful to new customers both in the U.S. and around the world. And we're focused on ways to constantly refresh the H.O.G. experience for longtime members and new generations of Harley® riders alike.

It's an exciting time for Harley-Davidson, and I can't think of any place I'd rather be. Thank you for your support, keep your feedback and comments coming, have fun, and ride safe!

Keith Wandell is President and Chief Executive Officer of Harley-Davidson, Inc.

**IT'S A FREE COUNTRY.
BUT HAVE YOU FELT LIKE THAT LATELY?**



- SPORTSTER® 883 LOW
- Iron® 883™
- Sportster™ 1200 Low
- Nightster®
- Sportster™ 1200 Custom
- KR1200™
- Super Glide™
- STREET GLIDE™
- Super Glide™ Custom
- White Glider™
- FAT BOB™
- CVO™ FAT BOB™
- FAT BOY™
- FAT BOY LU™
- SOFTAIL™ DELUXE
- Cross Bones™
- SOFTAIL™ CUSTOM
- Heritage Softail™ Classic
- Rocher™ C
- CVO™ Softail™ Convertible
- V-Rod™
- NIGHT ROD™ SPECIAL
- V-ROD™ MUSCLE™
- Road King™
- Street King™
- Electra Glide™ Classic
- Street Glide™
- ROAD GLIDE™ CUSTOM
- ULTRA CLASSIC™ ELECTRA GLIDE™
- Electra Glide™ Ultra Limited™
- CVO™ Street Glide™
- CVO™ ULTRA CLASSIC™ ELECTRA GLIDE™
- STREET GLIDE™ TRIKE™
- TRI GLIDE™ ULTRA CLASSIC™



**THERE'S A REASON THEY CALL IT REVOLUTIONS PER MINUTE.
THE NEW ELECTRA GLIDE™ ULTRA LIMITED MODEL. CUSTOM TWO-TONE PAINT. CONTRAST CHROME WHEELS. 103 CUBIC INCH MOTOR. A POWERFUL INTRODUCTION TO THE OPEN ROAD. THE NEW ROAD GLIDE™ CUSTOM MODEL TAKES THINGS SLEEK AND LOW. 18" FRONT WHEEL. 2-INTO-1 EXHAUST. CUSTOM TAILLIGHTS. SWEET TO LOOK AT. SWEET TO RIDE.
FREEDOM AIN'T QUIET. RAISE YOUR VOICE AT H-D.COM/FREECOUNTRY**

©2009 H-D. Harley, Harley-Davidson and the Bar and Shield logo are among the trademarks of H-D Michigan, LLC.



HOG® MAGAZINE

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

Presorted Standard
U.S. POSTAGE
PAID
HARLEY-DAVIDSON

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

P/N 99368-92VD
©2009 H-D ALL RIGHTS RESERVED. PRINTED IN THE U.S.A.

America★ THE BEAUTIFUL

EVERYTHING YOU LOVE about the Red, White, and Blue is best seen from the asphalt-gray. In 2010, Harley Owners Group® turns two of America's finest riding roads into two unforgettable riding experiences: the Blue Ridge Parkway and Route 66. Complete details will be available in early 2010.

**THE 2010 U.S. NATIONAL H.O.G.® RALLIES.
BE THERE.**



Be the first to know! Go to members.hog.com and sign up for e-mail updates from Harley Owners Group.